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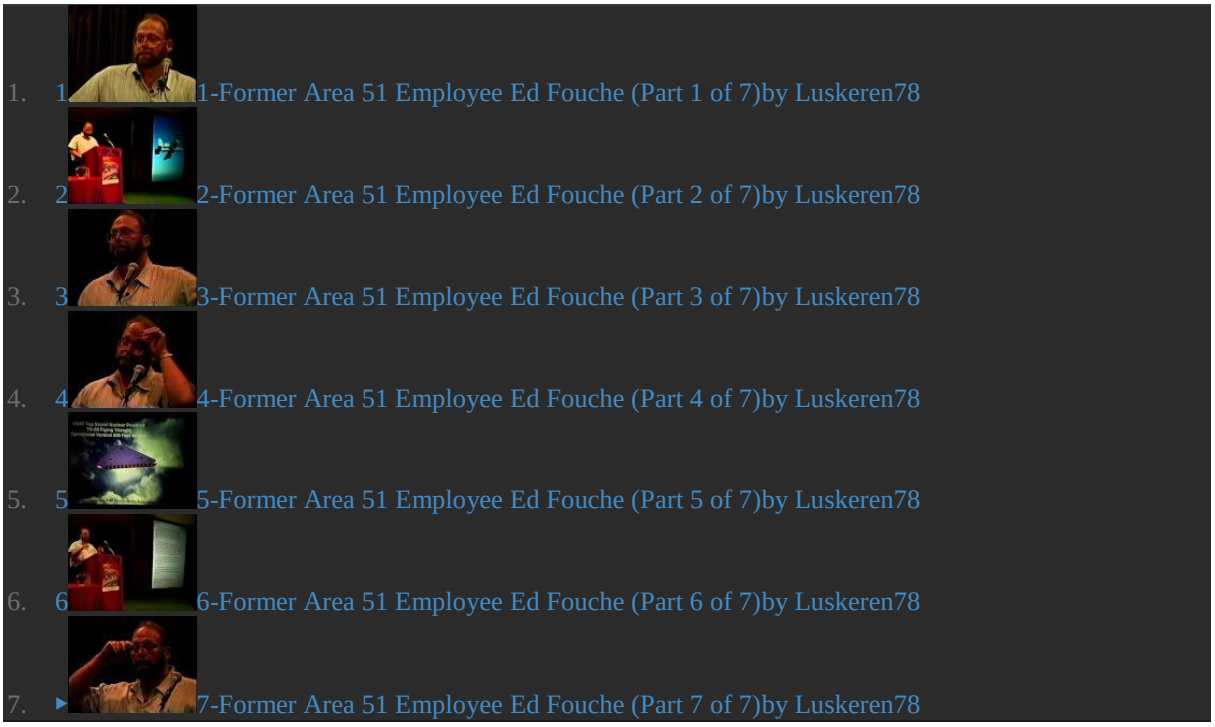
# TR-3B - Flying Triangles - MFD – Information

From The TR-3B to the SR-75 and oh yea Area 51 this 7 part video is full of information.

Click the link below I set it up so all 7 videos are on a playlist.

http://www.youtube.com/watch?v=zdbIKAi-qeE&playnext=1&list=PL428DD7DFF4769DB7&feature=results_main




I was the first one to publicly expose the TR-3B, Flying Triangles, and Magnetic Field Disruptor in 1998.
Ed Fouche

## 1-Former Area 51 Employee Ed Fouche (Part 1 of 7)

http://www.youtube.com/watch?v=zdbIKAi-qeE

## 2-Former Area 51 Employee Ed Fouche (Part 2 of 7)

http://www.youtube.com/watch?v=6tgGKOKGXTU

## 3 of 7 Former Area 51 Employee Ed Fouche

http://www.youtube.com/watch?v=Ust1uA-gvwA

## 4 of 7 Former Area 51 Employee Ed Fouche

http://www.youtube.com/watch?v=pQN4RxJKcXQ

## 5 of 7 Former Area 51 Employee Ed Fouche

http://www.youtube.com/watch?v=uY_1hkdai1c

## 6 of 7 Former Area 51 Employee Ed Fouche

http://www.youtube.com/watch?v=v1YkO1W5o7M

## 7 of 7 Former Area 51 Employee Ed Fouche

http://www.youtube.com/watch?v=lORZARrUJ-I

**Published on Aug 3, 2012**

Edgar Fouche's original 1998 presentation of "Alien Rapture" to the International UFO Congress

Talk with Edgar Fouche 1 on 1 and ask him questions!
Edgar Fouche -- Live -- AlienScientist Forum -- Special Guest
http://www.alienscientist.com/forum/f.....)

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For a written transcript and to find images of all the slides presented please visit:
http://www.alienscientist.com/fouche9...

Good Books:
"Alien Rapture" by Edgar Fouche (pre-edit pre-publisher edition):
http://www.scribd.com/doc/38241020/Al...
(Please download and save this file in case it "disappears")

"Secrets of Antigravity Propulsion" by Paul LaViolette
"Unconventional Flying Objects" by Dr. Paul Hill.

The MJ-12 Documents from Ed Fouche's book "Alien Rapture":
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...

http://www.alienscientist.com/fouche/...

Operation Majestic 12 Preliminary Analytical Report
(Attachment D. | Part B. | Section 3.) (Autopsy Report)
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...

PRESIDENTIAL ORDER (Unnumbered Order) President Ronald Wilson Regan (Authorized By Proxy) REVISED CHARTER MARS JUPITER - TWELVE COMMITTEE:
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...
http://www.alienscientist.com/fouche/...

Since we are transferring from Alienscientist's old forum, I thought I post this reply by Bigpappy. Ed

"To everyone on the forum. On video 7 at around 47 seconds in Ed says that unless you are 10 feet away from Papoose S4 site you will not see anything but rock. The reason is Holographic Technologies, he states that S4 is the Depot for the TR3B and even Russian satellites using the latest infrared cant see anything. He says the The side of the mountains are cut out for the massive TR3Bs and this is another mystery Ive often wondered where are they stored the TR3Bs that is."

"One major thing here this was filmed in 1998 that is 12 yrs ago already he knew of the holographic technology that John speaks of today. Now Ed speaks of the irritating goggles that he had to wear at Area 51. I heard of him saying about those before. Bob was working at area S-4 and everything you see is mostly a hologram he wouldn't need the goggles. Fouche worked at Area 51. Bob only landed at Area51 and got on a bus with blacked out windows and went 12 miles south to Papoose S-4. This video has made my month It was well worth staying up all night and watching it enjoy folks."

I never knew the name of the 'Area' of the Nellis Range where the Defense Advanced Research Center (DARC) was. Before I gave my first presentation to the IUFOC, MUFON, and BBC (same week) EVERYONE of these so-called experts told me when I was speaking of working at DARC that it had to be at Area S-4 where some guy named Lazar worked. I fell for that and have regretted this mistake ever since. S-4 is a radar site in the Nellis Range and NOT at Papoose and there are NO facilities at Papoose where Lazar claimed
S-4 is. This has been verified a number of times. I've made a few mistakes in the area of UFOlogy, but this was by far my biggest mistake.

Back when I was at a TS briefing at Mac Air in St Louis, in the late 70s I saw a demonstration of a jet drone that we all though was real in a hanger sized room and it turned out to be a Hologram. We couldn't tell the difference. Amazing.
Ed Fouche

Back in 1998 I was interviewed for over four hours on video by the BBC Channel 4 in Laughlin Nevada. Even though I showed them about 200 documents from my military records revealing my classified assignments, classified training, my myriad security classifications, and SAP and SCI, and my 20 years+ of reviews and medals and awards, this is what finally made the cut for the 'Riddle of the Skies' documentary. Oh well. No body can screw you like the media. Ed Fouche

**USAF Top Secret TR-3B Aurora Project**

## 1. Super-fluid Helium

Check out this old video about Super-fluid Helium.

Doesn't describe a plasma, which will be discussed in other areas of the forum. Ed

## Superfluid helium

## http://www.youtube.com/watch?v=2Z6UJbwxBZI

**The article was in the May 2010 Mufon Journal (subscription)**

Excerpt:

http://www.ufo-blogger.com/2010/08/u...eed-skunk.html

The article was written by Tom Keller, an aerospace engineer who has worked as a computer systems analyst for NASA's Jet Propulsion Laboratory.

1 : "Inside the Skunk Works (Lockheed's secret research and development entity ), we were a small, intensely cohesive group consisting of about fifty veteran engineers and designers and a hundred or so expert machinists and shop workers. Our forte was building technologically advanced airplanes of small number and of high class for highly secret missions."

2 : "We already have the means to travel among the stars, but these technologies are locked up in black projects, and it would take an act of God to ever get them out to benefit humanity. Anything you can imagine, we already know how to do."

3 : "We now have the technology to take ET home. No, it won't take someone's lifetime to do it. There is an error in the equations. We know what it is. We now have the capability to travel to the stars. First, you have to understand that we will not get to the stars using chemical propulsion. Second, we have to devise a new propulsion technology. What we have to do is find out where Einstein went wrong."

4 : When Rich was asked how UFO propulsion worked, he said, “Let me ask you. How does ESP work?” The questioner responded with, “All points in time and space are connected?” Rich then said, “That’s how it works!”

# Extraterrestrial UFO Are Real : Ben Rich Lockheed Skunk Works Director Admitted In His Deathbed Confession



**Extraterrestrial UFO Are Real : Ben Rich Lockheed Skunk Works Director Admitted In His Deathbed Confession**

*Ben Rich **Lockheed Skunk Works** **director** had admitted in his Deathbed Confession that Extraterrestrial UFO visitors are real and the U.S. Military travel among stars.*

According to article published in May 2010 issue of the **Mufon UFO Journal** [Link] - Ben Rich, the “Father of the Stealth Fighter-Bomber” and former head of **Lockheed** Skunk Works,had once let out information about **Extraterrestrial UFO Visitors Are Real And U.S. Military Travel To Stars**

What he said might be new to many people today, but he revealed the information before his death in January 1995. His statements helped to give credence to reports that the U.S. military has been flying vehicles that mimic alien craft.

The article was written by Tom Keller, an aerospace engineer who has worked as a computer systems analyst for NASA's Jet Propulsion Laboratory.

**1** : "Inside the **Skunk Works** (Lockheed's secret research and development entity), we were a small, intensely cohesive group consisting of about fifty veteran engineers and designers and a hundred or so expert machinists and shop workers. Our forte was building technologically advanced airplanes of small number and of high class for highly secret missions."

**2** : "We already have the means to travel among the stars, but these technologies

are locked up in black projects, and it would take an act of God to ever get them out to benefit humanity. Anything you can imagine, we already know how to do."

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**4** : When Rich was asked how UFO propulsion worked, he said, "Let me ask you. How does ESP work?" The questioner responded with, "**All points in time and space are connected?**" Rich then said, "That's how it works!"

**Ben Rich Lockheed Former Director knew of extraterrestrial UFO visitors**

Lockheed "Skunk Works" former director knew the Roswell extraterrestrial UFO influenced designs of Testor model kits for Roswell UFO models, and U.S. top secret aircraft. According to a CNI News report by Colorado resident Michael Lindemann, the design information was derived from forensic illustrations and numerous witness testimonies about the Roswell UFO, provided by William L. "Bill" McDonald.

In an e-mail, dated July 29, 1999, apparently addressed to Lindemann, McDonald referenced an excerpt of a discussion with Harold Puthoff, founder of the highly classified U.S. "remote viewing" program.

McDonald said: "Well Hal, you asked for it! Now that legendary Lockheed engineer and chief model kit designer for the Testor Corporation, John Andrews, is dead, I can announce that he personally confirmed the design connection between the Roswell Spacecraft and the Lockheed Martin Unmanned Combat Air Vehicles (UCAVs), spyplanes, Joint Strike Fighters, and Space Shuttles.

Andrews was a close personal friend of "Skunk Works" director Ben Rich -- the hand-picked successor of Skunk Works founder Kelly Johnson and the man famous for the F-117 Nighthawk "Stealth" fighter, its "half-pint" prototype the "HAVE BLUE", and the top-secret F-19 Stealth Interceptor. Before Rich died of cancer, Andrews took my questions to him.

**Dr. Ben R. Rich former Lockheed Skunk *Works* director confirmed:**

1. There are 2 types of UFOs -- the ones we build and ones 'they' build. We learned from both crash retrievals and actual "hand-me-downs." The Government knew and until 1969 took an active hand in the administration of that information. After a 1969 Nixon "purge", administration was handled by an international board of directors in the private sector…

2. Nearly all "biomorphic" aerospace designs were inspired by the Roswell spacecraft -- from Kelly's SR-71 Blackbird onward to today's drones, UCAVs, and aerospace craft…

3. It was Ben Rich's opinion that the public should not be told [about UFOs and extraterrestrials] . He believed they could not handle the truth -- ever. Only in the last months of his decline did he begin to feel that the "international corporate board of directors" dealing with the "Subject" could represent a bigger problem to citizens' personal freedoms under the United States Constitution than the presence of off-world visitors themselves."

Lindemann added that "Bill McDonald received the above information from Andrews from 1994 until their last phone call near Christmas in 1998." Lindemann also noted "It should also be known that Dr. Ben R. Rich attended a public aerospace designers and engineers conference in 1993 before his illness overwhelmed him in which he stated -- in the presence of MUFON Orange County Section Director Jan

Harzan and many others that – 'We' (i.e., the U.S. aerospace community/military industrial complex) had in it's possession the technology to "take us to the stars".

See the complete letter in May, 2010 MUFON UFO Journal from John Andrews and the hand written reply from Dr. Ben Rich. Hear more revealing testimony from Disclosure Project whistleblowers. **NASA can not deny secrets discovered by UK hacker Gary McKinnon and many astronauts** if it expects full funding from the Obama White House administration.

**Lockheed Skunkworks Engineer USAF, and CIA Contractor Admitted : UFO Are Real**

Don Phillips, "These UFOs were huge and they would just come to a stop and do a 60 degree, 45

degree, 10 degree turn, and then immediately reverse this action". During the Apollo landing, Neil Armstrong says, "They're here.They are right over there and looking at the size of those ships., it is obvious they dont like us being here". When I was working with the Skunkworks with Kelly Johnson, we signed an agreement with the government to keep very quiet about this.

Anti-gravitational research was going on. We know that there were some captured craft from 1947 in Roswell, they were real. And, yes, we really did get some technology from them. And, yes, we really did put it to work. We knew each other from what we call an unseen industry. We can term it black, deep black, or hidden.

The knowledge I have of these technologies came from the craft that were captured here. I didn`t see the craft, nor did I see the bodies, but I certainly know some of the people that did. There was no question that there were beings from outside the planet.

And if alien were hostile, with their weaponry they could have destroyed us a long time ago .We got these things that are handhold scanners that scan the body and determine what the condition is. We can also treat from the same scanner.

I can tell you personally that we've been working on them. And we have ones that can diagnose and cure cancer. One of the purposes I had for founding my technology corporation in 1998 was to bring forth these technologies that can clean the air and can help get rid of the toxins, and help reduce the need for so much fossil fuel. Yes, it is time. I can tell you personally that it has already started. pp. 375 ,383.

**Another Lockheed Martin senior research scientist Boyd Bushman : Extraterrestrial UFO visitors are real**

In the past we had posted about UFOs landing in front of former U.S. President Eisenhower at Holloman Air force Base and how US State representative confirms that US President Eisenhower met Aliens .

We had also been reported about Eisenhower`s great granddaughter`s claim too, in which she has exposed her attempted recruitment into a secret Mars colony project.

In recent confessions from UK, France, China Admitted that UFO are real and of ET origin

And NASA in its own continuous disclosure style informed the word that they had found few more New Earth sized planets.

All above incidents and individuals testimony clearly showed that "**We Are Not Alone, Never Were Actually"**

**Update :** Hour back we have received the email, according to which "Johan Andrews had sent a Letter to Ben Rich regarding his belief in "Manmade UFOs" and "Extraterrestrial UFOs." on July 10, 1986

"I believe with certainty in manmade UFOs. I am tending to believe there are also extraterrestrial UFOs."--John Andrews

MR. BEN RICH
PRESIDENT, LOCKHEED ADVANCED AERONAUTICS COMPANY
KELLY JOHNSON RESEARCH CENTER
BURBANK, CA 91520

10 JULY 1986

DEAR BEN:

A SHORT NOTE TO CLARIFY YOUR INTERESTING, RESPONSE REGARDING BEING A "BELIEVER" CONTAINED IN YOUR 8 JULY 1986 LETTER.

THE TOPIC IS UFO. I "BELIEVE" THERE ARE LOTS OF UFO'S. I AM ALSO TRYING TO "BELIEVE" THEY ARE OF 2 CATEGORIES:

A. MANMADE UFOs.
B. EXTRATERRESTIAL UFOs.

I BELIEVE WITH CERTAINTY IN MANMADE UFOs. I AM TRYING TO BELIEVE THERE ARE ALSO EXTRATERRESTIAL UFOs.

HAVING THE HIGHEST RESPECT FOR BOTH YOU AND KELLY I'D APPRECIATE KNOWING IF YOUR "BELIEF" COVERS CATEGORY B AS WELL AS THE OBVIOUS CATEGORY A OF THE ABOVE? PURPOSE OF QUESTION? PRECISION.

DR. SKUNKWORK'S RESPONSE WAS WITHOUT QUESTION A STATEMENT OF HIS BELIEF IN CATEGORY B. DO YOU ALSO INCLUDE CATEGORY B, BEN?

AND THANKS FOR YOUR 8 July letter - ALWAYS GOOD TO HEAR FROM YOU.

Regards,
John

JOHN ANDREWS
[redacted]

Lockheed Advanced Aeronautics Company
A Division of Aeronautical Systems Group
Burbank, California 91520 (818) 237-0160

Ben R. Rich
President

7/21/86

Dear John:

Yes, I am a believer in both categories. I feel everything is possible.

Many of our Man-made UFOs are Un Funded Opportunities.

In both categories, there are a lot of books and charlatans — be cautious.

Best regards
Ben Rich

Johan Andrews claimed that above document was hand written by Ben Rich according to it "Yes, I'm a believer in **both** categories." -Ben Rich July 21, 1986 source

Andrews relayed Rich's responses to questions from UFO investigator **William McDonald** which confirmed:

There are two types of UFOs:

1. the ones we build
2. ones THEY build

We learned from both crash retrievals and actual "Hand-me-downs."The Government knew, and until 1969 took an active hand in the administration of that information. After a 1969 Nixon "Purge", administration was handled by an international board of directors in the private sector.

Former astronaut, Dr Edgar Mitchell recently confirmed an incident in 1997 where the Head of Intelligence for the Joint Chiefs of Staff was supplied the code names of UFO related projects, but was denied need-to-access. The first to report the incident was UFO researcher, Dr Steven Greer, who in 2001 revealed that Admiral Wilson was furious over his failure to gain access.

On a July 4, 2008 CNN interview, Dr Mitchell confirmed Greer's version of events when he said that Admiral Wilson,"had found the people responsible for the cover-up and for the people who were in the know and were told, I'm sorry, admiral, you do not have need to know here and so, goodbye."

A reliable source furthermore revealed to UFO researcher **Richard Dolan** that Admiral Wilson was frustrated by attorneys of a corporation that denied him access. I interviewed an active duty U.S. Navy officer in October 2008 who confirmed the powerful role of corporations involved in UFO projects.

## 1. Edgar Fouche Interview with Paola Harris

More on Flying Triangles - Ed Fouche Interview with Paola Harris

http://www.bibliotecapleyades.net/ci...ech06.htm#More

# Extraterrestrial Technology
## and Edgar Rothschild Fouche

### Contents


- Edgar Fouche' and Reverse Engineered Aviation Programs
- Presentation - International UFO Congress - **Secret Government Technology** - **by Edgar Rothschild Fouche'**
- Secret Government Technology and The TR-3B - **by Edgar Rothschild Fouche'**
- More on Flying Triangles - Ed Fouche' Interview with Paola Harris
- UFO Triangles... Theirs or Ours? Answer: BOTH


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- Aircraft - Hi-Tech/Top Secret Military Weapons

**Return to Extraterrestrial Technology**

**Return to Temas / Paraciencia**

**Return to Temas /**
**Exopolitica**
**Return to Michael Salla**

# Edgar Fouche and Reverse Engineered Aviation Programs

**From: ExopoliticsYahooGroup Website**
**by Dr. Michael E. Salla**
**Date: 12/06/06 12:12:37**
**To: prepare4contact@yahoogroups.com**

In here are the notes used by **Edgar Fouche** in a conference presentation in 1998.
This is based on his experiences both in many black projects which he can verify, and his interviews of a number of former colleagues in black projects who told him what they worked on. While his testimony is therefore based on hearsay when it comes to exotic aviation systems that he didn't directly work on.
His background checks out so it is very likely that he is relaying accurate information rather than participating in a disinformation program. He is certainly someone worth considering in trying to unravel what is happening in exotic aviation programs that use extraterrestrial propulsion principles.

Fouche describes many of the advanced propulsion systems used in covert programs. He describes the hypersonic Aurora project that comprises the SR-75 capable of speeds above Mach 5, and acts as a mother ship for the SR-74 that can travel at speeds of Mach 18 or more to deliver satellites.

**SR-75**

The speeds described by Fouche for the Aurora hypersonic vehicles are similar to those claimed by Dr. **JP Petit** thus providing confidence in our understanding of these covert aviation programs.
However, **Petit** argues that the *Aurora* uses *Magneto Hydro Dynamic* propulsion principles rather than (sc)*ramjets* as **Fouche** argues.

Most significant in the conference presentation is the large black triangular vehicle, the TR-3B that Fouche claims generates an intense magnetic field that reduces its weight by 89 percent.
He says that the TR-3B does not have an antigravity propulsion system and merely uses the Biefeld-Brown effect to reduce its weight so that more conventional propulsion systems such as scramjets can give it amazing speeds.

TR-3B

This would be well above Mach 18 that he claims is the speed of the SR-74. **Fouche** claims the TR-3B is 600 feet across which would make it similar in size to an aircraft carrier, and capable of transporting a large cargo.

Fouche claims that advanced hypersonic vehicles like the Aurora and TR-3B are often confused for *UFOs* and account for the black triangle phenomenon.
**Fouche** says that due to Area 51 coming under the publics gaze since the mid 1990s, these advanced hypersonic vehicles have been dispersed to other bases and now operate out of areas such as Alaska, Utah, and more remote regions such as Scotland and Diego Garcia.
If Fouche is accurate in his account of the various advanced avionic projects currently in use, then we have evidence that a number of **UFO** sightings are in fact advanced Alien Reproduction Vehicles.
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## More on Flying Triangles - Ed Fouche Interview with Paola Harris

**From: ExopoliticsYahooGroup Website**
**by Dr. Michael E. Salla**
**Date: 12/08/06 09:39:23**
**To: exopolitics@yahoogroups.com**

What follows is an interview with **Edgar Fouche** conducted by **Paola Harris** in 1999 and printed in her book, Connecting the Dots, pp. 84-90. It illustrates more of his views on black projects and how extraterrestrial technologies have been secretly reverse engineered.
He gives more details about the TR-3B flying triangle and claims it is the basis for many UFO sightings involving flying triangles. This is worth considering given widespread knowledge of how *the Biefeld-Brown effect* produces a lift for objects by using high voltages charges, and how large triangular objects offer a stable geometric design for optimal effect.
The following 15 min video gives a demonstration on how the Biefeld-Brown effect works and why triangles are most stable.

Fouche also makes a number of major claims in his interview based on his research and interviews with covert project personnel. He claims for example that the Santilli alien autopsy film is disinformation based on actual footage of an alien autopsy. The real EBEs from Roswell he says had four fingers not six. He also claims that the Nazis recovered the first extraterrestrial vehicle.
This is consistent with claims by Col **Philip Corso** and comments by former German scientists such as Prof **Herman Oberth**. He discusses the role Majestic 12 committee in spreading disinformation that helps promote the New World Order through manipulating fear of extraterrestrial intervention. He claims that most ET abductions are shadow government contrived (MILABs) and use false screen memories to make it appear as alien abductions.
He argues that this may be a secret effort to genetically modify the human population for a future scenario where the ETs who made the Roswell EBEs return to Earth. It seems **Fouche** and **Steven Greer** have the same idea concerning ET abductions being really MILABs.
I think Fouche and Greer err on this point since much data shows that *MILABs follow real ET abduction* thus creating confusion with overlapping screen memories and different sets of experiences.
This is the conclusion that can be drawn for example from **Dan Sherman**'s testimony who resigned his Air Force position due to him having to relay ET abduction data to covert government officials who would presumable use this to authorize MILABs.

Overall, there is much value in reading Fouche's views on *reversed engineered ET vehicles* and the current state of 'black' technology. My thanks to Paola Harris for permission to circulate this interview.

## Ed Fouche

I first heard about **Ed Rothschild Fouche** from my editor of *Dossier Alieni* and *Notizario UFO magazines* Maurizio Baiata after the book *Alien Rapture* had come out. My boss thought it talked about exotic planes, exotic technology like the TR3B and the Aurora constructed in Area 51 and back-engineering.
It was known that Fouche' had subcontracted to work on technology at S-4 at Area 51. Later he would talk by phone with Dr. **Michael Wolf** because I would put them together and they would find common ground. This was important for me, because I needed to cross-check stories, and I was curious what common experiences they actually had. Ed Fouche was as courteous, kind and sensitive as he was tough.
He has a broad view of the conspiracy and the reason for the cover-up. He also had had some conflicts as a consequence of his testimony, although his book was a fictionalized account in collaboration with famed author **Brad Steiger**. I recognized the same kinds of plots of intrigue, murder, secret black-ops programs and **Bob Lazar** insider-type disclosure in this fictionalized plot as there was in some of Michael Wolf's book. Ed Fouche included an interesting element of spiritual awakening that involves an underwater contact. The word "rapture" is biblical and prophetic.

Ed told me he enjoyed the interview, and he sent me a great deal of technical material on the TR-3B and aerial technology. In this interview I asked him also about the alien presence and about any possible contact experiences he might have had, since I was struck by the "underwater" scene in the book, which resembled the one from the movie *The Abyss*.
I thank Ed for trusting me and sharing his fine mind and his thoughts with me.

## Ed Fouche Telephone Interview 1999

Paola Harris (**PH):** During your talk at the Laughlin Conference in Nevada, you showed slides of a plane built using very advanced technology, similar to extraterrestrial technology.
Ed Fouche (**EF**)**:** They show the development of certain craft which the government denies exist.
**PH:** Are the photos classified or unclassified?
**EF:** Some used to be classified, but they aren't anymore. Take the TR-3B for example. We had an old digital image where it was impossible to make out the shape of this craft. So I took it to a friend, a graphics expert, who enhanced the details by enlarging it. That's how we managed to accurately recreate its characteristics.
**PH:** Is this material in the public domain?
**EF:** No, we may have restored a photo, but the TR-3B is still the most secret craft in the world. The government has many covert programs, and at least half a dozen of them concern top secret planes—the most highly classified objects in the world—and the technology behind them.
**PH:** When triangular objects are sighted, as in Belgium in 1990, are they actually craft built by the government?
**EF:** They aren't alien. They have a flat, triangular shape; we call them *mantas* - a kind of TR-3a with bat wings, totally different from the TR-3B. A friend of mine, "Gerald", worked for **NASA** for the whole of his career. We met at the end of 1976. According to him, there are three prototypes of these craft measuring about sixty meters (200') across, and the operational model is about 180 meters (600') across. He saw them with his own eyes. The copyright on this information dates back to 1994.
**PH:** Did he tell you what year he saw them?
**EF:** I think he saw the first prototype in 1991. There were triangular planes before then, but this was the first triangular craft with an *Magnetic Field Disrupter* (**MFD**), a magnetic propulsion system. It's a plasma accelerator which somehow disrupts gravity around the craft, thereby reducing its mass and weight by 89%. In practice, this was the result of reverse engineering from UFOs, but it didn't fly like a UFO, as it had an operational efficiency of 89%.
If you've got a craft which can't reduce its mass and weight more than this, the only logical thing to do is to build a triangular-shaped craft with three multiphase rocket engines mounted at the corners, which is precisely what people see, both in the 200' version and in the 600' one. The photos, which are very dark

and are posted on the Internet, were taken at night, and you can see three bright lights which correspond to rocket engines. The large glow in the center is due to the energy generated by the MFD.
**PH:** A friend of mine who works in Intelligence told me that you had come into possession of *MJ-12 documents.* What did they contain?
**EF:** Part of the documents concerned the autopsy of some supposed aliens, similar to those described by Col. Corso in his statements, and also some things that came out of *Santilli's alien autopsy*, broadcast in the U.S. on FOX, which in my opinion is a reconstruction by the government in an attempt at disinformation.
**PH:** Are you referring to the Santilli footage with the alien with *six fingers?*
**EF:** Yes. The aim of the reconstruction, based on the original footage but showing an alien with six fingers, was to confuse the public. Anyway, an MJ-12 autopsy document also talks about a removable lens, like the one seen in the Santilli footage and as described by Col. Corso. But note that these MJ-12 documents *were filed a long time before Corso wrote the draft of his book or before Santilli had seen it in the footage.*
**PH:** That's interesting. And did the aliens have six fingers?
**EF:** No, four. Why did they film aliens with six fingers? Think about it for a moment. If everyone believes that four-fingered aliens are roaming the Earth, and all of a sudden footage appears which corresponds exactly to the real film but where the being has *six fingers*, then it's clear that the *footage is not genuine*. The aliens in the video aren't real.
**PH:** There may be more than one race, given that they are allegedly biological entities created in a laboratory.
**EF:** I disagree with Dr. Wolf's view here. Initially, there was a UFO crash in Germany and the aliens there were grays. The second crash happened at Roswell and another then occurred in the U.S. In between the two incidents, there was a UFO crash in Russia.
**PH:** Some alien races are believed to be very similar to human beings. Col. Corso said that it was worrisome that some of these races may be so humanlike that they could walk along Pentagon corridors without being recognized.
**EF:** As I mentioned, one of my key informers, an NSA investigator, swore that there was an alien race of this kind. We knew of their existence but had never managed to communicate with them. This is why a massive technological race began in order to equal them, so we could protect ourselves. Although these aliens have never shown hostile tendencies, they were so technologically advanced that they constituted a potential threat. You know how the military thinks: *if they can't control something, they prefer to kill it.*
**PH:** That's absolutely true!
**EF:** So it was all part of the rationale; it was a question of secrecy. At that time the *Strategic Defense Initiative* (**SDI**), or the so-called *Star Wars program*, was launched, and following a new Majestic 12 Charter, various technologies were developed, basically to defend the atmosphere, which forms our external barrier.
**PH:** Have you ever heard of luminous aliens, or beings of light?
**EF:** Quite the opposite. The reason why this race uses **EBEs** (*Extraterrestrial Biological Entities*), going back to Roswell, is because they are neither humanoid nor sentient beings. In the autopsy document, EBEs are described as absolutely identical to each other, that is to say, *they are manufactured beings*. This is logical, in my opinion. Indeed, there is no reason to send a living being to explore the universe on a one-way journey when your scientific knowledge is advanced enough to create an EBE which can do it for you.
Today, we have moved closer to this type of technology: Beings are being designed with higher perceptive capabilities, for example better visual abilities, where the bodies are programmed for a mission and then they are sent into space. While considering myself to be a rational person and not agreeing with many aspects of UFOlogy, everything I wrote in my book is completely logical, in my view and in the view of those who know me.
**PH:** So in other words, they are robots or androids. Do you know anyone who has communicated with them?
**EF:** According to Gerald, at the site of the Roswell incident a "body" was found still alive. Everyone denies that Secretary of Defense Forrestal was at the scene. On the contrary, it seems that everyone had a good false alibi. Well according to Gerald, Forrestal was right there, and communicated telepathically with the alien. As you know, **Secretary Forrestal** then began to show signs of a mental

and emotional disorder, and was admitted to Bethesda Hospital, where he threw himself out of a window on the sixteenth floor. In my view, there aren't any holes in the story.
They have never sent us an alien ambassador, and there are no underground bases where military personnel work alongside aliens. If we had had some sort of technology-exchange program with them, why would we have to invest billions of dollars in Research and Technology in order to do everything on our own? We could give them hundreds more human beings in exchange for their science.
**PH:** In your opinion, do these androids or manufactured beings have a program? They must have, mustn't they, seeing as too many people continue to talk about their abduction experiences?
**EF:** I'm not so sure, and this is part of the current diatribe. According to Gerald and another two people I have talked to, there have been some abductions, but only a limited number. *Most abductions are carried out by the government.*
**PH:** Why on Earth would the government be involved in abductions and insert screen memories in people's minds, making them believe they were abducted by aliens?
**EF:** There are several reasons. TMK is easy to use: it's a mind control technique first used in the '30s and '40s, when the **CIA** used to give people large doses of marijuana extract (THC), heroin and mescaline, altering human behavior via brainwaves or ultrasound to create screen memories or to put false memories into people's minds.
**PH:** In other words, you are saying that the manipulation of human beings is being carried out by the government, and not by aliens.
**EF:** Three people I trust swear that they are absolutely sure of this. Think about it—one of the reasons which comes to mind is that if there were some alien germ which could infect us, we could alter human genetics through injections. But what would happen if aliens came to Earth and released microbes which could modify our atmosphere? We would have be able to adapt. In other words, maybe we know that aliens are coming and they will settle on Earth. How can we protect our race?
**PH:** Is this how you explain the reasoning behind abductions?
**EF:** Exactly. It's for the protection of the species. Or maybe they've learned how to improve our species from genetic engineering.
**PH:** But why abduct people, Ed? Why do we have to do it in such a violent way? Can't we find another solution? For example, say it's being done to fight a disease?
**EF:** But how would you harvest eggs?
**PH:** But these people truly believe that they have passed through walls and been in spaceships. Why would the government create all these false memories?
**EF:** Disinformation. If you plant half a dozen different versions of what is going on in people's minds, no-one will ever believe anyone else, and that's exactly what's happening.
**PH:** It's a worldwide phenomenon. In Italy too, really strange things are happening to people who live both in cities and in remote areas. How can it possibly be a government conspiracy?
**EF:** It could be a cross-section.
**PH:** They would have to have made agreements with Italy and all the other nations.
**EF:** I have never believed in the *theory of aliens* or *the New World Order controlling minds* for financial reasons. The New World Order exists for a different reason, it's part of a *Majestic 12 plan* to unite the world under a single government. Supposing there's an alien threat, how could we unite the world under one power? How could we all agree? We would never agree, not even through the United Nations. Not unless a pre-existing authority imposed the terms of the future new order.
**PH:** So you believe that convincing people that we are threatened by aliens will unite everyone in a single world order?
**EF:** Yes. It would also happen in the event of a crisis. Y2K is a prime example. The world now relies on computers. There is no easier way than to crash all the computers in the world to take control and overcome those who possess all the computer-based and military power.
**PH:** Why would they take control?
**EF:** To rule the world under a single government.
**PH:** Made up of...
**EF:** Whoever these people are.
**PH:** So, as far as you are concerned, the UFO phenomenon is in reality a major conspiracy devised by the people of the New World Order, who may be acting exclusively for their own benefit? We blame aliens for abductions, but in actual fact it's the government's doing?
**EF:** Put it like this: we are under threat. Whoever has sent these genetically designed androids or robots

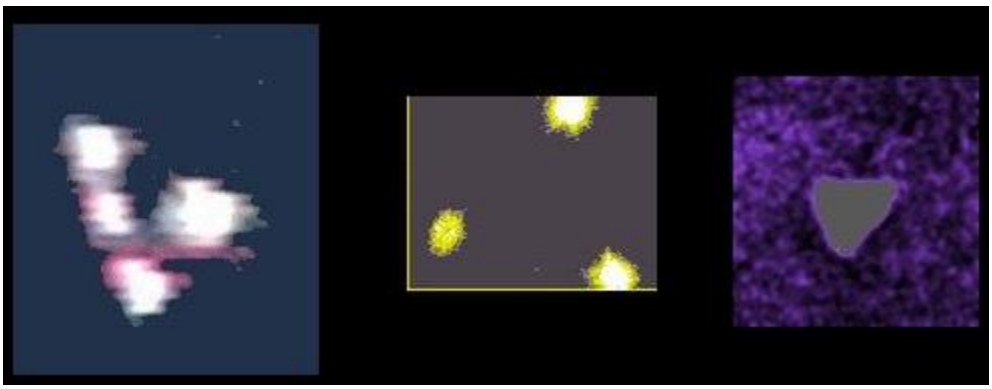
(EBEs) to Earth has transmitted a return signal. These beings have found an inhabitable planet with intelligent life forms, and sooner or later *the real "striking force," the real aliens, will arrive*. So we have embarked on this massive program; we have eggs from all these people. We have created special, genetically modified children, and we have placed them in all areas of society through adoption, including placements with individuals connected to the government.
**PH:** Just a minute, you may be right! They have given these children to people connected to the government. I think I have met some of these children. But why would they do this?
**EF:** OK, I'll tell you. A microbiologist friend of mine is a great believer in *junk DNA;* that is to say, the potential of our DNA has never really been grasped. In reality, it can form a third DNA helix, which is an important evolutionary change. Once *the One World Order* is established, all the genetically modified individuals will be injected with another DNA element.
Imagine, for example, DNA capable of sparking off an evolutionary process inside them: these individuals will be able to control the world and not be influenced by aliens, even biological entities which communicate mentally. They will all be placed in key positions, and obviously their seed and eggs will be used to make more human beings, who will also be endowed with these abilities.
**PH:** Have you ever as a child had anything strange happen?
**EF:** When I was small, my mother says once when we were riding in the forest, we saw a forest fire which came right into the car but my mother does not like to talk about it. I have a vague recollection of it. It is funny that you are the only person who has ever asked me that question.
**PH:** I am curious sometimes why people are interested in this field, Ed. Sometimes it could be they are chosen or given an invitation. Thanks for the interview.

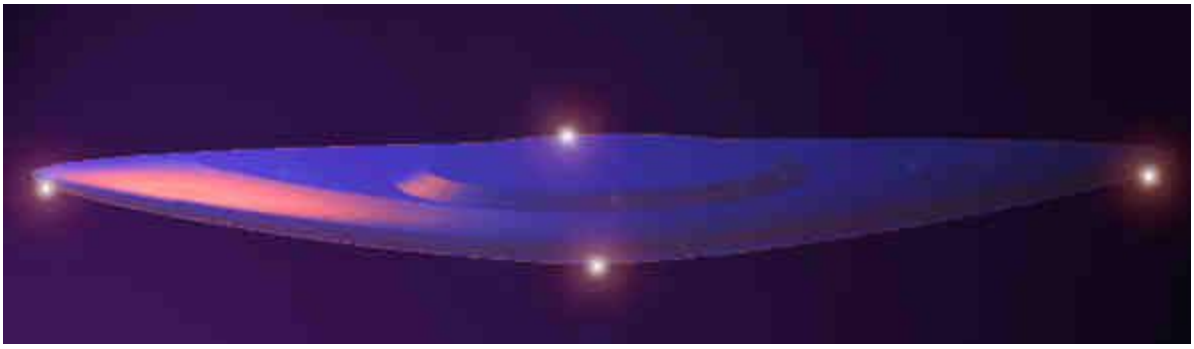
http://www.bibliotecapleyades.net/ciencia/ciencia_extraterrestrialtech06.htm#More

## Secret Government Technology and...

# The TR-3B

by **Edgar Rothschild Fouche**
**from Seekers Website**
**recovered through WayBackMachine Website**





Good Afternoon.
My name is **Edgar Fouche**'. I'm the Chairman of the Board of *Fouche' Media Associates*, whose main claims to fame are our book Alien Rapture and our *Revolutionary New Behavior Modification Software* - Neurosync MIME.
I'm here to speak about *Secret Government Technology*, *Black Programs*, and the *Top Secret TR-3B Flying Triangle*, which I wrote about in my book, "*Alien Rapture - The Chosen*", with my co-author **Brad Steiger**. Brad, as you may well remember, is the author of 143 published works including the Best Seller - *Project Blue Book*.

There was a rumor circulating that a renowned psychic was present to give a reading of me when I gave my first presentation to the International UFO Congress.
The questions presented to the psychic concerned my honesty, integrity, and motivation. Word got back to me via the rumor mill, that I had been blessed with a very favorable reading, with the caveat that my aura momentarily forked when I lost my place in my presentation--normal for an emotional person. Being an affectionate, high strung, left handed, liberal Pisces, I agreed.
Thousands of sightings of the Flying Triangle have been reported, photographed, and investigated around the world - The USAF denies having such a vehicle. It also denies having replaced the Strategic reconnaissance spy plane - the **SR-71 Blackbird**. Keep this in mind as I proceed:

Astronauts Edgar Mitchell and Gordon Cooper say that new investigations are warranted in **UFOs**: Mitchell, who became the sixth man on the moon in the Apollo 14 mission said, "The evidence points to the fact that Roswell was a real incident and that indeed an alien craft did crash and that material was recovered from that crash site."

Mitchell doesn't say he's seen a UFO. But he says he's met with high-ranking military officers who admitted involvement with alien technology and hardware.
And Cooper told a U.N. committee recently:
"Every day in the U.S.A., our radar instruments capture objects of FORM and COMPOSITION unknown to us."
He speculates that public skepticism toward UFOs will shift dramatically.

Now, a little about my background.

I've held positions within the USAF that required me to have Top Secret and 'Q' Clearances and Top Secret - Crypto access clearances. I'll show you pictures of some of aircraft programs I've worked. I'll also show you some pictures of classified aircraft.

And I'll share with you some of the information and stories I've gathered through my research in developing *Alien Rapture*. In many cases I've been able to obtain actual details of this black technology.

I was born to fifth generation French-Americans, and many of my relatives, for generations, have historically been involved with the government in fields of intelligence, black programs, crypto, and classified development projects.

**Joseph Fouche**
**1763-1820**
**Duc d'Otrante**

This is true as far back as the French revolution where Joseph Fouch' was the Prime Minister under Napoleon.
He was the head of the French secret National Police Force and was a direct ancestor of mine. Joseph Fouch' started and controlled the world's first professionally organized intelligence agency with agents throughout Europe.

The CIA, the Russian KGB, the English MI-5, the Israeli Mossad, and many other Intelligence Agencies have used and expanded on his methods of intelligence gathering, networking information, and political survival. I have also worked intelligence and crypto related programs, but because of Secrecy Oaths, I

will not be able to share any details of this work.

My Career Background spans 30 years, and since the government isn't about to support my claims, you will see from the positions I've held and the Programs I worked that I was in a position to gather the information I am presenting.

Before I gave a presentation to the International UFO Congress in Laughlin, Nevada in August, I brought over 200 documents as an offer of proof to substantiate my credibility. These documents contained information on the positions and assignments I held in the US Air Force and as a DoD contractor. They also detailed clearances I held, classified and non-classified (DoD & Military) technical training I received (over 4,000 hours), and performance reviews from 1968 to 1995.
As a civilian, from 1987 to 1995, I performed as Engineering Program Manager, Site Manager, and Director of Engineering for several DoD Contractors.

These documents were viewed by **Ken Seddington** of the *International UFO Congress*, **Jim Courrant**, a UFO investigator, and **Tim Shawcross** and **John Purdie** of *Union Pictures* in London England. Some of these documents are shown in "Riddle of the Skies" special, which will be on *The Learning Channel* next month.

With my training and experiences with intelligence equipment, special electronics, black programs, and crypto-logical areas, I received other government opportunities. I filled positions as Major Command Liaison, Headquarters manager, and DoD factory representative for TAC, SAC, ATC, and PACAF following the Vietnam war.

Later in my career, as a manager of defense contractors, I dealt with classified "black" programs developing state-of-the-art Electronics, Avionics, and Automatic Test Equipment.
The *Northrop Grumman AN/APG-68 fire control radar* for the F-16 fighter, shown in the aircraft's open nose section, is the U.S. Air Force's most reliable fighter radar. It provides multiple modes, including long-range, all-aspect detection and tracking, simultaneous multiple target tracking and high-resolution ground mapping.
The AN/APG-68 and its predecessor, the AN/APG-66, are two of the most successful fire control radars ever built, with more than 6,000 produced
I was considered an Air Force expert with classified electronics counter-measures test equipment, certain crypto-logical equipment owned by the National Security Agency, and Automatic Test Equipment.
I've worked with many of the leading military aircraft and electronics manufacturers in the US.

At different times I participated as a key member in design, development, production, and Flight-Operational-Test and Evaluation in classified Aircraft development programs, state-of-the-art avionics, including electronic countermeasures, satellite communications, crypto-logical support equipment.

During my military career, I was "hand picked" (Development Cadre) for many of the Air Force's newest fighter and bomber development programs. I also represented many of these programs for TAC, SAC, PACAF, and ATC.
These programs include but are not limited to:
14-- The B-1 Lancer Bomber

15-- The F-111 swing-wing fighter-bomber

| | |
|---|---|
| | With its wings swept perpendicular to its body, the Switchblade can fly at lower speeds to drop bombs precisely on their targets. |
| | With its wings swept farther forward, the aircraft becomes extremely maneuverable for aerial combat. |
| | When the wings are swept fully forward, the trailing edge of the wing becomes the leading edge, and the Switchblade can dash away at speeds up to Mach 3. |

16-- The F-15 Eagle air superiority fighter

17-- The A-10 Wart-hog close air support fighter and tank killer

18-- The F-16 Falcon fighter

19-- and the B-2 Stealth Bomber

20--F-117 --Stealth Fighter at night

Other research and development programs I worked as far back as the 70s are still classified Top Secret.

My involvement with black programs developing stealth aircraft is classified. I am perhaps the only person who has actually worked at the Top Secret Groom Lake Air Base, within Area-51 of the Nellis Range, and have proved that I had the position, training, and clearances to be there.

This is a F-117 Stealth Fighter being readied at Groom Air Base at night. Notice the fog engines in work for cover.

My last position for the Air Force was as a Strategic Air Command Headquarters' Liaison

As a Defense Contractor-Manager, I performed as an Engineering Program Manager and Site Manager for DOD contractors involved in classified development, logistics support, electronic engineering, and technical data development from 1987-95.

I have completely disassociated myself from the Defense industry.
I consider myself a writer and inventor now.

**Rebecca and Ed Fouch**

My beautiful and talented wife started FouchMedia Associates to market our revolutionary behavior modification software, Neurosync MIME.

The software uses hypnotic Entrainment and Alpha and Theta subliminal messaging, which I may add, had its roots in CIA Mind Control research of the 50s and 60s.

**U-2 SPY PLANE - Also known as TR-1 Black Glider**

I wrote Alien Rapture - The Chosen in 1994 and 95, after my last trip to California, New Mexico, and Nevada.

I undertook this trip to do research for the Alien Rapture, which included a meeting with five close friends who had agreed to release confidential information to me and discuss their closely guarded personal experiences. I also interviewed other contacts who had worked classified programs or flown classified military aircraft to gather information about UFO sightings and contact.

Later I was blessed to team up with a great man and a great writer, Brad Steiger. I had decided to get out of the Defense Industry, as I felt that fraud, waste, and abuse was rampant, both on the government and contractor sides.

**Picture of Area 51**

WHO WERE THE FIVE FRIENDS AND CO- CONSPIRATORS and a host of other insiders, you may ask?

It started when some old friends of mine met in the spring of 1990 in Las Vegas. There were five of us then; all of us had remained close following the Vietnam War. I've always been the networker for my DoD, Military, and Contractor friends, so I'm the one who set up the meeting with the five.
**I.** The first friend, Jerald*, was a former NSA or TREAT Team member. TREAT stands for Tactical Reconnaissance Engineering Assessment Team.

He worked for the DOE as a National Security Investigator. That was his cover, but he really worked for the NSA. His job required him to manage a team to 'watch employees' with Top Secret and "Q" clearances in the mid-west, at the Los Alamos, Sandia, White Sands, Nevada Test Site, and the Nellis Range, which includes Area 51.
Area 51 is where the most classified aerospace testing in the world takes place. You may know the base as Groom Lake Air Base, Watertown, the Ranch, or Dream-Land. He was found dead of a heart attack a year after our last meeting.

II. The second friend, Sal, was a person who had worked directly for the NSA with Electronic Intelligence (E lent) and became a Defense Contractor after his retirement.

**SR-71 Spy Plane**

**III.** The third friend, Doc, was a former SR-71 spy plane pilot and a USAF test pilot at Edwards Air Force Base.

**IV.** The fourth friend, Dale, and I were in the service together during the Vietnam conflict, and I've known him since the early 70s. His father worked for over 20 years for the NSA and he is the one who sent me the MJ-12 documents his father had obtained.

These documents, the *New MJ-12 Charter* signed by Proxy during the *Reagan administration* and the Attachment D to the Eisenhower MJ-12 Briefing Document, which is the *Autopsy Report from Roswell*, are included as attachments in my book *Alien Rapture*.

**For more on MJ-12**

**V.** The fifth friend, Bud, was a DoD Contractor and Electronics Engineer. He had worked on Top Secret development programs dealing with Electronic Counter Measures, Radar Homing and Warning, ECM Jammers, and Infrared Receivers. He retired as a Program Manager and later died of a brain tumor within 30 days after his symptoms appeared.

(*All names and identifying factors have been changed.)

**TR-1 black glider**

It bothered each of us that we'd had experiences with unusual phenomena, extremely advanced technology, and witnessed Unidentified Aerial Contact that had not been previously reported.

We sat at a table in a dark corner, of the *Silver Dollar Saloon and Casino* in Las Vegas, discussing our experiences and swapping knowledge.

In 1990, I had no intention of writing about programs I was involved with due to the Secrecy Act and classification documents I had signed.

## SLIDE 27: Four Belgium Triangles

Jerald asked me if I had ever heard of the Flying Triangle.

Of course I had heard rumors of Delta shaped and bat-winged shaped prototypes being tested at Groom Air Base.

He said that an early test model of the Flying Triangle was sighted by hundreds of people over Hudson Valley in the mid 80s; that there was a major flap in Belgium the year before our meeting; and that thousands of people had witnessed the Triangle and the F-16 chase that followed. He definitely piqued my curiosity.

This SLIDE shows two greatly enhanced photos of the Belgium Triangle at the top taken in 1989 and the other in 1990. By comparison the two triangles at the bottom were taken in Rumania in 1969 and Bulgaria in 1967.

## SLIDE 28: Belgium Triangle(s) & Sketch

The top picture is the best of the Triangle photos. The one at the bottom left looks like a fake to me, but

I don't have the original to test.

And the sketch at the bottom right is one made by a witness of the Belgium sighting.

## SLIDE 29: Computer Enhanced Composite Picture

Over the next four years, each member of the group wrote down as much information as he could remember about unusual phenomena and personal sightings.

From my close friends came their contacts. I agreed to interview these contacts in person. I interview four other SR-71 pilots, two U-2 pilots, a TR-1 pilot, and about two dozen bomber and fighter jocks. None of the people I interviewed wanted to be known or quoted and wanted me to swear never to reveal their names. I have and will continue to honor their wishes.

Many were afraid of what the government would do to them for taking about Top Secret Black Programs they were involved with, and others were just worried about losing their retirement pensions.

Many of the things my friends and their contacts revealed to me were startling; I used this information to piece together the story which is now the book titled *Alien Rapture-The Chosen*.

What was not used in the book is openly shared in my presentations.

I'll Share some of these Secrets and Unusual Phenomena with you:
**The SR-71** was designed as a spy plane for the CIA in the 60s and designated the A-12. The Mach 3 plus aircraft first flew in 1962, taking off from Groom AFB in Area 51. Later, once the Air Force operated it as a reconnaissance plane, it was designated the SR-71 black-bird.

This row:
NASA SR-71s

This row:
NASA SR-71s

NASA SR-71

My friend Chuck, an SR-71 pilot, related to me an in-flight incident he experienced in the 1970s.
He was returning from a reconnaissance flight, and, while at an altitude of 74,000 feet and at the speed of almost Mach 3, (3 times the speed of sound) he noticed something flickering in his peripheral vision. Hovering over his left wing tip was a ball of dense plasma-like light. It was so bright, that when he stared at it for more than a few seconds, his eyes hurt.

Chuck tried to use his UHF-HF and VHF communications sets to no avail. There was nothing but static. Repeatedly glancing briefly at the ball of light, he watched in amazement as it moved effortlessly about his aircraft.

At one point the light positioned itself a few feet in front of the large spiked cone at the air Intake Inlet. The enormous amount of air rushing into the engines should have sucked in and shredded almost anything in its path, but the light orb was mysteriously unaffected.

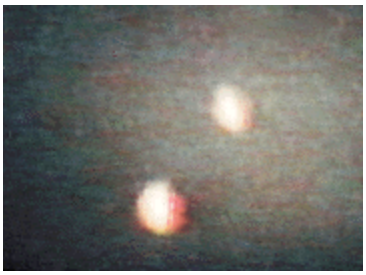
The light, he noted, acted in a curious manner, if something inanimate could act at all. It moved from time to time to other parts of the vehicle, staying with him until his approach to Beale AFB in California. He was in sight of the Air Base when the light swung away from his aircraft in a wide arch with ever increasing speed.

Of course, after reading his incident report, his Operations Commander told him not to ever speak about his experience. When Chuck related the story to me, he told me he was absolutely convinced that the ball of light was controlled by some form of intelligence. I have about two dozen stories from pilots of similar in flight incidents with UFOs and plasma balls.

There have been thousands of reported sightings of plasma balls, energy filled orbs, or foo fighters as they were named during World War Two.

## SLIDE 34: Triangle Balls - Looks a lot like Phoenix?

In 1944, while fighting the Japanese and Germans, pilots started reporting strange flares and bright orange and red lights.
These lights moved rapidly, were under intelligent control, and could come to a complete stop, remain stationary, and then disappear in an instant.



*Foo* means *fire* in French. The pilots coined the term 'foo fighters' for the haunting glowing balls that doggedly paced their jets. Most were unnerved by the radical maneuvers of the *foo fighters* that could climb vertically, accelerate, and make high G turns at speeds far beyond any known allied aircraft.

Not far from the Royal Air Force base, MacRahanish, a triangular shaped aircraft was spotted off Western Scotland. MacRahanish has been rumored to be a base for *black aircraft operations* for a number of years. It's also a NATO standby base.

RAF personnel have admitted that they have witnessed the operation of large triangular aircraft from RAF Boscombe in February 1997.

It was widely reported that a secret US spy plane crash landed at Boscombe Down in 1994. It had been rumored for some time that the Triangle spotted over Belgium was based at Boscombe Down and *Royal Naval Air Station* (**RNAS**) Yeovilton, where other sightings of the triangle were reported.

The RAF has a long history of close involvement with the black US aerospace programs. Key RAF officers and British scientists have been involved at Groom air base since 1957 and the U-2 program.

In 1995 and 96 the National UFO Reporting Center alone received 43 reports of sightings of a Triangular Craft--11 in Washington State, 8 in California, and 18 other states, from Hawaii to New York.

A few years ago *The British Magazine, UFO Reality*, published this information:
"A top BBC executive let slip recently that there is a D-Notice on media reporting of the so-called 'Black Triangle.' The executive is the former producer of a very popular BBC science program. He told one of our team that the black Triangle 'craft,' first witnessed by the hundreds in the Hudson Valley region of the US in the mid-80s, then by the thousands in Belgium in 89-90, and more in Britain, has been 'heavily D-Noticed' by the government.

For this reason the BBC will NOT be reporting on the enigmatic craft, no matter how many witness reports there are. According to this producer, the government's restrictive notice on reporting the Triangle, was authorized under secrecy laws, in order to protect secret new military projects."

## SLIDE 36: YB-49 Flying Wing 1948

From 1973 through 1976 I was home-based out of Edwards AFB. It is near Lancaster California and even nearer to the San Andrus Fault.

**B-2 stealth bomber**

**XB-70 Valkyrie 1964**

**The XB-70 flown in 1964 looks a lot like the still Top Secret SR-75 which the Air Force says doesn't exist.**

Edwards has a long history with secret technology and experimental aircraft. The YB-49 was flown in 1948 at Edwards AFB which looks a lot like the B-2 Stealth Bomber.
Edwards is the home of the US Air Force Test Pilot School and is Responsible for Flight Operational Test and Evaluation of the Air Force's newest aircraft. Edwards has a number of Tenant Organizations from NASA

NASA to a Jet Propulsion Laboratory facility. Edwards developed various versions of the flying wing from the B-35, YB-49 and B-2 and exotic aircraft sometimes ahead of their time like the XB-70, F-117, and YF-22.

{40: NASA Gantry
{41: Shuttle Landing at Edwards
{42: Flying Wings
(43: B-2
{44&45: XB-70 (s)
(47/48: YF-22 SLIDE(s)

I worked with the F-111 swing wing bomber... the F-15 air superiority fighter, the F-16 fighter, the A-10 close air support attack aircraft, and the B-1 stealth bomber. I was involved with these and other classified development programs, when they were just a gleam in some pilot trainee's eyes.

**A-10 aircraft with external engine pods. and snarling teeth on aircraft nose**

One night in the mid seventies a long time friend of mine and I were standing on top of the Fairchild A-10 hanger at Edwards AFB in Southern California.
It was about 2 AM, and it was a clear night with millions of stars visible to the naked eye. I noticed a group of stars that seemed to be shifting in color. I pointed out to my friend that the three bright stars in triangular formation were not part of the big dipper.

We watched as the strobing stars shifted from bright blue to a reddish -yellow in color. After a period of about 20 minutes we could tell that the objects probably weren't stars because they were getting larger. This was somewhat unnerving. It was further unnerving when the space in-between the enlarging lights began blocking out the stars in the background.

We decided it probably was a Top Secret Air Force vehicle of some type. Still, we weren't sure. The vehicle had gone from half the size of the big dipper to twice it's size in under a half hour and had moved from the west to the east towards the base. About the time we could make out a silhouette or outline of the triangular vehicle, the lights, or possibly exhausts, flared brighter and vanished from the sky in an instant.
This experience wasn't my first sighting, but it was one of the few where I had a witness.

## 50-Nevada

In the summer of 1976 I relocated to Nellis Air Force Base north of Las Vegas.
I spent the next 3 and a half years there. I worked primarily with the F-15, Electronics Countermeasures, and Automatic Test Equipment. I had heard rumors of airbases located in the desert at places called Mercury, Indian Springs, and others that didn't even have names.

Before the collapse of the USSR, no-one talked about their classified work experience, nor did anyone

repeat rumors of Top Secret technology and aircraft. Most of us who had Top Secret clearances never even told our wives what we were doing and where we were going when on these type projects.
I once spent 6 months in Vietnam, while my ex-wife thought I was attending a classified technical school in Colorado.

**A B-52 aircraft is visible in the 1968 image Groom Lake**

| 28 August 1968 - USGS Aerial imagery | 15 March 1998 - SPIN-2 2-meter | 02 April 2000 - IKONOS 1-meter |
|---|---|---|
| | | |

The Military, in a court of law, actually denied the existence of a classified Air Force Base inside the Nellis Range out in the Nevada Desert.
Don't you know, the plaintiffs, who had worked at Groom, and their lawyer were surprised to hear this! But, that's another story.

I was one of the few personnel at Nellis who had a Top Secret clearance with Crypto access. I was certified to work on Mode 4 IFF, (an aircraft system which responded to classified, encrypted codes.) I was also certified to work on other Crypto equipment which I cannot discuss.

Due to a combination of coincidences and my technical experience, I was requested to be temporarily assigned to a place which had no name. I was told by my commander that I was to report to an office on the base, and he didn't have a clue where I was going or what I was going to be working on. And let me tell you, he wasn't too happy about being left in the dark.

I left one Monday morning long before sunrise. It was 4:30 AM when I boarded a dark blue Air Force bus with all of the windows blacked out. There were 28 other people on the bus, not including the 2 security policemen holding M-16 automatic weapons and the bus driver. We were each told when boarding, "Do Not Speak on this bus unless you are spoken too." Not one of us uttered a word, believe me. There is nothing which can inspire compliance like an M-16 sticking in your face, I assure you!

The bus drove through the desert, this much I know from the poor air-conditioning and the amount of fine dust that came through every crack in the old vehicle for several hours, and it was soon obvious where I was.

SLIDES: 52-SR-71, 53-TR-1, 54-F-117 (Shown quickly as named)
In the 1950s the government started building the super secret Groom Lake facilities for the CIAs U-2 spy plane.

It was acquired in 1951 with 300 million in seed money from the **CIA**. The site was called S-4. Thus the

name Area 51 and Site 4, which is usually what insiders call the Papoose facilities south of Groom.

**Area 51**, as you know, is located in the north central part of the Nellis Range and is designated as Area 51. Construction of facilities within the Nellis range continues, even to today. The SR-71, TR-1, F-117, B-2, TR-3A Manta, and Flying Triangle, the TR-3B Astra were tested at Groom.

**Take a close look at the F-117 stealth Fighter.**

Under the right circumstances many persons sighting this craft during development would have thought this was an alien UFO.

## SLIDES: 55-SR-75, 56-TR-3B

Now, the Top Secret SR-75 which replaced the SR-71 Blackbird and the SR-74 SCRAMP which rides piggy-back on the 75, and TR-3B Flying Triangle are operated there, as well as other Top Secret prototype and operational aerospace vehicles.

Many of these aircraft have been mis-identified as UFOs.

## SLIDE 57: Nevada Topographical Map

When we reached Groom, the bus pulled into a hanger and they shut the doors. The security personnel checked me in, while other security personnel dispatched the others to their places of work. I was given a pair of heavy glasses to wear, which can only be described as looking like welder's goggles. The lenses were thick, and the sides of the goggles were covered to obliterate my peripheral vision.

Once I had these goggles on I could only see about 30 feet in front of me. Anything beyond that distance became increasingly blurred. If an M1 Tank barrel, had been pointed at me from about 50 feet away, I would not have seen it. It was very disconcerting to have to wear those glasses.

The whole time I was there, some 10 consecutive days, followed by several follow-up visits, the routine was the same. Leave Nellis before sunrise and return home to Nellis after dark every day.

Only once did I get a chance to see the whole base, and that was when I was flown up from Nellis, in a helicopter to Groom, for emergency repairs of their crypto test equipment.

For those stationed at Groom, or commuting there daily, the flight schedules are posted for classified flights. Everyone not cleared for that particular program and flight must be off the ramp and inside 30 minutes prior to the scheduled operation.

A couple of thousand personnel are flown into Area 51 daily, from McCarrin Air Port in Las Vegas and from Edwards AFB in California, on contractor aircraft. Several hundred commute from Tonopah and Central Nevada via the North entrance near Rachel Nevada. Other commuters use the South entrance via Mercury or Indian Springs, which is West of LV.

While at Groom I made contacts and met people from other programs. Over time, a few became friends and we exchanged stories.

On my 3rd day on the job at Groom, I had to remove a module from a multi-bay piece of satellite communications equipment used to support certain special mission aircraft. I noticed while inside the bay checking out the wiring that it contained a sealed unit about the size of a large brief-case. It had a National Security Agency ID Plate on it.

The nomenclature on the name plate was "Direct Orbital Code Link." I thought this was strange, as the

unit was part of a digital communications link used solely to communicate with classified Air Force vehicles. I was unaware at the time of any military orbital missions not related to NASA.

Remember, this was in the late 70s. The shuttle didn't fly until 1981.

I disconnected the unit and, out of curiosity, I removed the rear access cover. To my amazement, there were some half-dozen large hybrid integrated circuit chips inside. The largest chip had over 500 hair-thin leads attached and was approximately the size of a Zippo lighter. The paper inspection stamp on the chip was dated 1975.

In 1975 the most advanced processor speeds, on the most classified projects, were equivalent to a IBM 8088 which ran at 4 million cycles per seconds. This unit had a processor speed of 1 billion cycles per second. It wasn't until more than a dozen years had passed before I saw comparable technology with integrated circuit chips. Then it was at a Top Secret avionics development project at ITT.

In the mess hall at Groom, I heard words like *Lorent's Forces, pulse detonation, cyclotron radiation, quantum flux transduction field generators, quasi crystal energy lens*, and *EPR quantum receivers*.
I was told that quasi crystals were the key to a whole new field of propulsion and communication technologies.

## SLIDE 58: QUASI CRYSTALS

To this day I'd be hard pressed to explain to you unique electrical, optical, and physical properties of Quasi Crystals and why so much of the research is classified.
Even the unclassified research is funded by agencies like the Department of Energy and the Department of Defense.

- Why is the US Department of Energy and Ames Laboratory so vigorously pursuing research with Quasi crystals?
- What is the DOE New Initiative in Surface and Interface Properties of Quasi crystals?

A Quote from *The DOE:*
"Our goal is to understand, and facilitate exploitation of, the special properties of Quasi crystals. These properties include (but are not limited to) low thermal and electrical conductivity, high hardness, low friction, and good oxidation resistance."
That's the unclassified part. What are **Quasi crystals**?

In 1984 a paper was published which marked the discovery of quasi crystals--Two distinctly different metallic crystals joined symmetrically together.

By 1986 several Top Secret advanced studies were going on funded by DARPA with leading scientists already working in the field.

In classical crystallography a crystal is defined as a three dimensional periodic arrangement of atoms with translational periodicity along its three principal axes.

Since Quasi crystals lose periodicity in at least one dimension, it is not possible to describe them in 3D-space as easily as normal crystal structures. Thus it becomes more difficult to find mathematical formalisms for the interpretation and analysis of diffraction data.

After the 'official' discovery of Quasi crystals in 1984, a close resemblance was noted between the *icosahedral quasi crystal* and the *3D-Penrose pattern.*

Before quasicrystals were discovered in 1984 the British mathematician **Roger Penrose** devised a way to cover a plane in a nonperiodic fashion using two different types of tiles. An simple example of 3D tiling can be seen on the SLIDE.

The tiles are arranged in a way that they obey certain matching rules. This is called a 3D-Penrose

Tiling, which is made up of rhombohedrons instead of the rhombi.

A dozen years later, ?Penrose tiling' became the prototype of very powerful models explaining the structure of the Quasi crystals discovered in rapidly quenched metallic alloys.

Fourteen years of quasi crystal research has established the existence of a wealth of stable and meta-stable Quasi crystals with five-, eight-, ten-, and twelve-fold symmetry, with strange structures and interesting properties. New tools had to be developed for the study and description of these extraordinary materials.

I've discovered that the classified research has shown that Quasi crystals are promising candidates for high energy storage materials, metal matrix components, thermal barriers, exotic coatings, infrared sensors, high power laser applications, and electro magnetics. Some high strength alloys and surgical tools are already on the market.

One of the stories I was told more than once was that one of the crystal pairs used in the propulsion of the Roswell crash was a Hydrogen Crystal. Until recently, creating a Hydrogen crystal was beyond the reach of our scientific capabilities. That has now changed. In one Top Secret Black Program, under the DOE, a method to produce hydrogen crystals was discovered, then manufacturing began in 1994.

The lattice of hydrogen quasi-crystals, and another material not named, formed the basis for the plasma shield propulsion of the Roswell craft and was an integral part of the bio-chemically engineered vehicle. A myriad of advanced crystallography undreamed of by scientists were discovered by the scientists and engineers who evaluated, analyzed, and attempted to reverse engineer the technology presented with the Roswell vehicle and eight more vehicles which have crashed since then.

## SLIDE 59: B-52 bomber landing

I wrote down everything I saw, heard, and touched in my log every night before going to bed.
By the way, the food at the Groom Mess hall was excellent. But what would you expect. There was no cable TV, no alcohol, and no women. I guess they figured they'd better do something right.

Later, while back at the base, my routine went on as normal, as did my part time job that summer at the Silver Dollar Salon. My **NSA** friend, Jerald, who managed a team which investigated and "watched" those with highly classified jobs at the Nevada Test Site and the Nellis Range, among other highly classified facilities, happened to show up. I met Jerald in 1976 when I was part of a team that moved the F-15 operation from Edwards AFB to Nellis AFB and set up the Joint NAV-AIR AIM-VAL/ACE-VAL program.

He was checking up on a guy who had a drinking problem who worked at the Nevada Test Site, where they set off underground atomic explosions.

He happened to mention a vehicle that could be boosted into orbit, and return and land in the Nevada desert. This was in the late 70s.

It was an unmanned reconnaissance vehicle, which took off from a B-52 bomber and used booster rockets to place it in temporary low earth orbit for the purpose of taking reconnaissance pictures.

I thought he was feeding me a line of bull. Then he said,

## SLIDES: 60 - 61 - 62: Virtual Reality Lab pictures

"This vehicle is remotely piloted and communications are made via the DOCILE system at Groom." I'm not usually too slow, but it didn't hit me, until he repeated, "you know, the Direct Orbital Communications Link -- D. O. C. L."
Bingo, the light-bulb went on. I had seen a piece of the DOCILE equipment at Groom. The NSA unit with the large chips.

These are old pictures of the Virtual Reality Lab at Brooks Air Force Base, where the software to remotely fly exotic aircraft was developed.

Let me get back to the development of Alien Rapture - The Chosen.

After I agreed to write my co-conspirator's story, I talked to several military Judge Advocate General (JAG) Lawyers. I told the lawyers that I wanted to write about some of my experiences in the military and that I had been on many classified projects. I was told that I had to write my-story as fiction, which I have.

I was told that I couldn't name any real individuals with clearances or covers, or use their working names, which I haven't.

I was also told that I couldn't discuss any secrets of programs that I had been personally assigned to, which I have not done and will never do. Then, I was told as long as I did that, I could damn well write anything I wanted to.

Of course I didn't tell them, I was going to write about the government conspiracy to cover-up UFO contact, and the reverse engineering of alien technology. Or, that I was interviewing pilots who had flown classified air craft and others who had worked Black Programs.

In the summer of 1992 we again met in Las Vegas. I had compiled my notes from our first meeting, my interviews, and the input the five friends had passed on to me. Each had reached out to their friends and contacts, which uncovered even more information.

We agreed I was the only one who could get away with writing about our experiences, since I was planning on getting out of the DoD Industry.

My friends for the most part, were still connected.

Bud, one of my co-conspirators and close friends, had informed me that he had a cancerous tumor and was going through some severe depression. He was dead thirty days later. It was a real blow to us.

We had lost Jerrold a year before of a heart attack.

Of the remaining three friends, Sal has dropped of the face of the earth and none of his nor my contacts have been able to locate him for two years now. He was extremely paranoid about the two deaths, and had second thoughts about the book. He said he was going to move and didn't know when or if he would contact me next.

I like to think of him sipping a tropical drink on some Pacific island.

## SLIDE 63: Black SR-71 with red stripes

Let me talk about my friend Doc. He has a theory that UFOs were drawn to like fast Aircraft.

The SR-71 pilot whom I knew well, Doc, was stationed at Kadena AFB, where they were located on the SAC side of the base in 1973.

While flying back across the South China Sea from a reconnaissance mission, the SR-71 pilot encountered a shadow over his cockpit. Doc said his avionics systems went totally hay-wire, and he felt the aircraft nose down slightly, which can be dangerous at two thousand miles per hour, or 35 miles per minute.

When he looked up, he was so startled that he almost panicked and immediately made an evasive

maneuver to the right and down, which is one of the many maneuvers that are made if an approaching missile is detected.

Doc said the object was so big that it totally blocked out the sun. His estimate was that it was 250 to 300 feet across. It was oval in shape and appeared to be a bright blue-grey in color, but he wasn't sure, as a shimmering halo of energy surrounded the vehicle.

About three minutes later, and some thousands of feet lower, the vehicle reappeared on his left wing tip. He tried his UHF radio and all he could pick up was a deep electrical hum. He abandoned his attempts to use his radio, as his immediate survival was more important.

For the next ten minutes, the large oval vehicle moved from his left wing tip to the rear of the aircraft and then to his right wing tip. Doc said he heard a sound in his head, 'like a swarm of bees in my brain,' as he described it. The movement from the left, to the rear, to the right wing tip took about two minutes, and then it reversed the movement.

On the UFO's last swing to the rear of his SR-71 his aircraft started buffeting wildly, which is terrifying at Mach 3, then it stopped after about fifteen seconds and he never saw it again.

When Doc returned from the mission he immediately went to his debriefing. The minute he mentioned the incident with the unidentified aerospace vehicle to his commander, he was pulled away from the debriefing and taken to his commander's office. His commander, a colonel, filled out an incident report, in detail, and then told my friend not to mention the incident to anyone or he would be subject to severe and speedy penalty under military regulations.

Doc told me that he didn't know one SR-71 pilot or astronaut who hadn't had a close encounter or a UFO sighting. He felt that not one of them would ever go on record with their experiences because of fear of retaliation from the Department of Defense and loss of their retirement pay and benefits for breaking the secret's acts.

During the nine years after this in-flight incident, Doc related that a few of his trusted friends related similar incidents, with the same type vehicles, or glowing orbs of dense light, dancing around their aircraft.

Then Doc told me another story.

His friend Dave, another SR-71 black-bird pilot, while drunk on Sake' in Japan, told him in whispers that he hadn?t been a drinker until he made a reconnaissance flight over the Eastern border of Russia six months before.

When Dave returned, he was delirious and semi-conscious. His crew had to pull him out of the cockpit. The Flight Surgeon attributed his symptoms to loss of oxygen. He didn't share his night-mares with the Air Force doctors, for fear that the Flight Surgeon would ground him and he would lose his flying status. But, under the influence of alcohol, in a quiet bar, with a trusted fellow SR-71 blackbird pilot and friend, Dave opened up.

He tearfully related in an emotional story--that he had nightmares every night, that something had gotten to him during his flight over Russia. What made matters worse for him was that he had absolutely no memory of the flight from the time he lifted off from the Air Base until the day after he returned and found himself in the Naval Regional Hospital in Okinawa.

I managed to track down Dave, who lives in Southern California, and he confirmed, off-the- record, that the incident as related to me was true. Dave said that he was actually happy someone was writing about stories of contact and sightings by military pilots.
He also said he was sure he had had some type contact with the UFO.

## SLIDE 64: F-15 over Arizona

One day, while still at Nellis, we were informed that there was an F-15 that had crashed on the Nellis Range, which is where Area 51 is located.

The F-15 crash happened in 1977. A Lieutenant Colonel and Doc Walters, the Hospital Commander, actually flew into the side of a mountain while doing a routine, Functional Check Flight.

I've written about this incident in Alien Rapture - The Chosen.

A sergeant who worked for me recovered the F-15 Heads Up Display film canister, while assigned to the Accident Investigation Team.

He told me a guy in a dark jump suit, who was out of Washington DC, personally took it from him, which was unusual since everything else was picked up and logged, then taken back to the assigned hanger for analysis. A prototype video camera was also on the aircraft. It was recovered, as was the flight data recorder, and also handed over to the guy from Washington.

One night a couple of weeks after the crash, my NSA friend, Jerald, related to me at the Silver Dollar Saloon that the Lieutenant Colonel had radioed to the Nellis Tower that he had an extremely large 'thing' over his aircraft, right on top of him, and that he was experiencing loss of flight systems. His communications went dead and a few seconds later the aircraft exploded into the side of a mountain top.

Jerald who was the most 'connected' person I've ever known, told me that the viewing of the 'video' showed, that some type of oval vehicle of tremendous size was so close to the F-15 that the camera was out of focus.

When Doc and the Lieutenant Colonel ejected the UFO was still above them and their bodies were torn to shreds. Officially, it was determined, as is always the case, that pilot error caused the perfectly functional aircraft in clear airspace, with maximum visibility, to crash.

These are some of the types of stories that we shared, and many of these stories, and my experiences, are detailed in Alien Rapture - The Chosen.

## SLIDE 65: Area 51 Groom Lake Air Base

Nevada calls itself the silver state, the battle-born state, and the sagebrush state. A more appropriate motto would be the conspiracy state.

Of the 111,000 square miles of land in Nevada, over 80 percent is controlled by the federal government--the highest percentage of any state in the union. If it were not for the gaming industry, the federal government would be the largest employer in the state, with 18,000 federal and military personnel and another 20,000 government contractors and suppliers.
The Nevada Test Site, Nellis Air Force Base and Range, Fallon Naval Air Station, the Tonopah Range, and the aerospace industry eat up a lot of U.S. tax dollars.

**Satellite photo of Groom Air Base / Area 51**

The Nevada Test Site and the Nellis Range have myriad secrets yet to be revealed, including a super secret laboratory named DARC, the Defense Advanced Research Center.
It is located inside the Nellis Range, some 10 stories built underground, and was built in the mid 80s with SDI money. It is next to a mountain near Papoose Lake south of Groom Lake. The TR-3Bs are stored in a hanger built into a side of a mountain near DARC. The Nellis Range covers more than 3.5 million acres.

EG&G provides classified research, development, and services for the military and government. EG&G company supplies technical and scientific support for nuclear testing, and energy research and development programs.

In addition, EG&G provided large diameter drilling, mining, and excavation for underground and mountainside facilities. EG&G built these hidden bunkers, mountain hangers, and vast underground facilities at Groom, Papoose, and Mercury for the government.

These facilities and observations posts are well camouflaged inside the Nevada Test Site, and the Nellis Range.

Starting in 1971 and continuing through 1975, a massive amount of excavation took place at the Groom and Papoose facilities. Most of the subsequent construction has also taken place underground.

In 1972, EG&G was granted an indefinite contract called "Project Red-light" to support the DOE and the military. This contract gave them responsibility to assist in the recovery of nuclear materials in cases of mishaps and to provide aerial and ground security for highly classified government and military sites. My sources say that the DOE and NSA are primarily responsible to the MJ-12 committee, for reacting to sightings of UFOs, and for recovering artifacts in case of a crash.

So what's going on more recently, you may ask? Let's talk about the newest secrets and rumors:

## SLIDES: 67-Hillary Platform, 68-Avro Saucer

The Hillary platform, the AVRO saucer, and the Northrop wings were aerospace vehicles where advance technology was developed and tested.

Each emulated some characteristic of UFOs as described by the late Dr. Paul Hill, a NASA UFO investigator. Hill's posthumously published book, Unconventional Flying Objects, discusses the technology of UFOs extensively. If you have not read this illustrious tome, I suggest you do so.

Newly unclassified documents show that AVRO built and tested a number of saucers at Area 51 in Nevada, contrary to the DoDs lie that the program was canceled because it failed to meet expectations.

## SLIDE: 69/Northrop Wing

Lockheed's Advanced Developmental Projects Division, known as the "Skunk Works," developed the A-12 for the CIA and a later version called the SR-71 for the USAF in the early 60s. Thirty years later, the SR-71 was still breaking world speed records.

## SLIDE 70: SR-71 spy plane

The sleek, matte-black, stiletto shaped spy plane, the SR-71, broke the world air speed record from LA to Washington, DC, on it's retirement flight in 1990. 2,000 miles in 1 hour and 4 minutes.

## SLIDE 71: Satellite of the Groom facility

Area 51 - the Groom Air Base facilities--has a 6 mile long runway, the longest in the US. The Department of Defense and CIA's most exotic aerospace vehicles are tested and modified at the Groom Lake facilities. It's a place where curious outsiders circulate rumors about aliens and extra-terrestrial technology being utilized to accelerate the various programs at Area 51.

Why a 6 mile long runway? You need a runway this long if the minimum, or stall speed, of an aircraft is a very high speed. Aircraft without wings, like wedge shaped lifting bodies, or those with 75 degree swept back wings, have a very high stall speed. So they take off very fast and land even faster.

My sources estimate that up to 35% of the SDI funding was siphoned off to provide primary expenditures for the Air Force's most secret 'Black Program' which started in 1982. I am referring to the Aurora Program. Aurora is the code name of the ongoing program to build and test advanced aerospace vehicles. Contrary to popular belief, the Aurora is not the name of an individual aircraft. AURORA - is the namesake of the "aurora borealis"-- the excited gas in the upper atmosphere.
As early as 1992 the Air Force had already made contingency plans to move some of it's aircraft out of Groom Air Base. The public eye was on the base and they didn't like it one bit.

Everything that needed the long runway, like the SR-75 was removed by early 1992 to other bases in Utah, Colorado, Alaska, Greenland, Diego Garcia, and other remote islands in the Pacific.

Short take-off and landing vehicles, especially the bat-wing TR-3A Manta and the TR-3B Astra, the Flying Triangle, were relocated to Papoose in the Southern part of what used to be called area S-4.

Other than the SR-75 still being dispersed to other locations, more Research and Development and Flight Operational Test and Evaluation goes in Area 51 now than ever before.

## SLIDE 72: SR-75 side view

For the last few years high-tech buffs speculated that at least one new and exotic aerospace vehicle existed. The SR-75, the first operational Aurora Program vehicle, went operational in ?89 after 2 years of flight testing and modifications in.

The top secret SR-75 is a hypersonic strategic reconnaissance, or SR spy plane, and is called the Penetrator. It is also a mother ship, which I will explain shortly. Hypersonic speeds start at approximately Mach 5.

The SR-75 replaced the SR-71 spy plane, which was retired in 1990 by the Air Force, who said "there is no replacement, all we really need is our spy satellites to do the job." Hmm.

The DoD, upon analysis of Desert Storm, admitted satellites alone could not provide the necessary quick response real-time reconnaissance information needed by the various military agencies.

Yet they have repeatedly fought some congressional efforts to bring back the SR-71. Why? The answer should be obvious.

We have had something better for almost a decade.

The new SR-75 is capable of positioning anywhere in the world in less than 3 hours. It caries multi-spectral sensors, such as optical, radar, infrared, and laser.

It collects images, electronics' intelligence, signals intelligence, and illuminates targets.

The Top Secret SR-75 far exceeds the classified military speed and altitude records set by the old SR-71, which could fly at a still classified Mach 3.3 and reach a ceiling of 85 thousand feet.

The SR-75 attained altitudes of over 120,000 feet and speeds exceeding Mach-5, or 5 times the speed of sound. That's over 3300 miles per hour. From take-off to landing, the stealthy 75 can make the round trip from central Nevada to Northeast Russia and back in under 3 hours.

It's 162 feet long and has a wing span of 98 feet. The belly of the vehicle stands 10 feet off the ground.

It carries a crew of 3 - a pilot, a reconnaissance officer, and a launch control officer, who doubles as the electronics warfare officer.

Two methane and LOx fueled, high bypass turbo-ramjet (combined cycle) engines are housed under each wing, and the bays run some 40 feet under the wings, terminating at the trailing edge of the wing.

The explosive Pulsed Detonation Wave Engines that push the huge SR-75 to speeds above Mach 5 are now reported to be pushing Mach 7, or 4500 miles per hour, with the latest engine modifications.

Although this plane has been sighted on numerous occasions, has been picked up on military radar, and the pulse detonation wave contrail it leaves behind it has been seen, the Air Force vehemently denies its existence.

The 2 large engine bay inlets located under each wing of the awesome black SR-75 mother ship hang down 7 feet from the underside of the wing and are twelve feet wide. You could drive a Volkswagen Beetle into one of the engine exhausts.

The SR-71, and 75, and the (Scramp) daughter ship, the SR-74, were all built by the Lockheed Advanced Development Company, commonly known as the Lockheed "Skunk-Works."

The SR-74 Scramp is the daughter ship, and rides piggyback on the huge SR-75 until take off. Scramp is from Scram-jet and rocket propulsion. Scram-jet means a supersonic combustion ram jet.

Jerald witnessed the flight of the big black Air Force SR-75 carrying the little unmanned SR-74 while inside Area 51. It was sitting piggy-back on its upper raised platform on top of the SR-75 Penetrator.

I heard talk about the 75 as far back as the late 70s, while at Groom, and I have 2 additional friends who have seen it at Groom.

Remember, the SR-74 Scramp can't take off from the ground.

It can only launch from the SR-75 mother ship at an altitude above 100,000 feet, and then it can attain orbital altitudes of well over 800 thousand feet or 151 miles.

The Air Force uses the Scramp to launch small, highly classified, ferret satellites for the National Security Agency.

It can launch at least two 1000 pound satellites measuring 6 feet by 5 feet. The Scramp is roughly the equivalent size and weight of a F-16 fighter. It can easily attain speeds of Mach 15, or a little less than 10 thousand miles per hour.

## SLIDE 75: NASA Shuttle on gantry

The NASA Space Shuttle is an antique by comparison. The joke is on the taxpayers.

## SLIDES: 76-YB-49 wing, 77-XB-70, 78-SR-75 front view

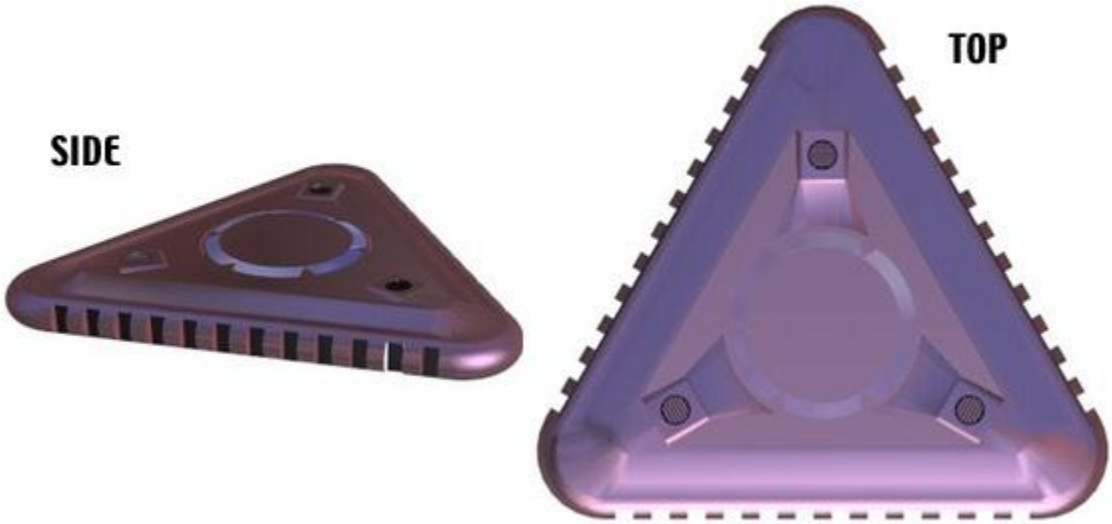
If you think these rumors are far-fetched. Look at the YB-49 and XB-70 flown in 1948 and 1964 respectively. Now, look at the SR-75 which has been spotted numerous times. You say, ?the government can't keep a secret.? You're wrong if you think they can't.

There are new rumors that we've placed two new vehicles in permanent orbit. One of these is the Space Orbital Nuclear - Service Intercept Vehicle (SON-SIV). It is code named Locust.

The SR-74 SCRAMP and the TR-3B can deliver spares replacement units or SRUs, service fuels, fluids, and chemicals to the SON-SIV.

Then, the robotic SON-SIV uses these deliverables to service, calibrate, repair and replace parts on the newer NSA, CIA, & NRO satellites, which were built to be maintained in space.
Finally, I've saved the best for last. The Operational model of the TR-3B

## SLIDE 79: Original Schematic TR-3B




The early information I gathered from interviewing my contacts and their closest friends who worked black programs resulted in the basic specifications of the TR-3B Flying Triangle.

I had this simple drawing by late 1990.

## SLIDE 80: Belgian 4 Triangles

On the night of March 30th 1990, a Captain of the Belgian National Police decided to pursue the reports coming in of Triangular shaped UFO. Two Radar installations, one a NATO defense group and the other a Belgian civilian and military radar, also verified the UFO.

Excellent atmospheric conditions prevailed, and there was no possibility of false echoes due to temperature inversions. At 5 AM in the morning, two dispatched F-16 fighters spotted the Triangle on their radar screens which had locked onto the target.

Six seconds later the object speeded up from an initial velocity of 280 kilometers per hour to 1800 kilometers per hour; at the same time descending from an altitude of 3,000 meters to 1,700 meters, then down to 200 meters, causing the F-16 radars to lose lock-on.

This maneuver happened all in a matter of 1 second. The 40 G acceleration of the Triangle was some 32 Gravitational forces higher than what a human pilot can stand.

Contrary to normal aeronautical expectations, no sonic boom was heard. This phenomenal game of hide and seek was observed by 20 National Policemen and hundreds of other witnesses, who all saw the Triangular vehicle and the F-16 fighters. The chase was repeated twice more during the next hour.

The Belgians have made all the information of this event public, unlike our government, which admits nothing and denies everything to do with UFOs, even when some of them are ours.

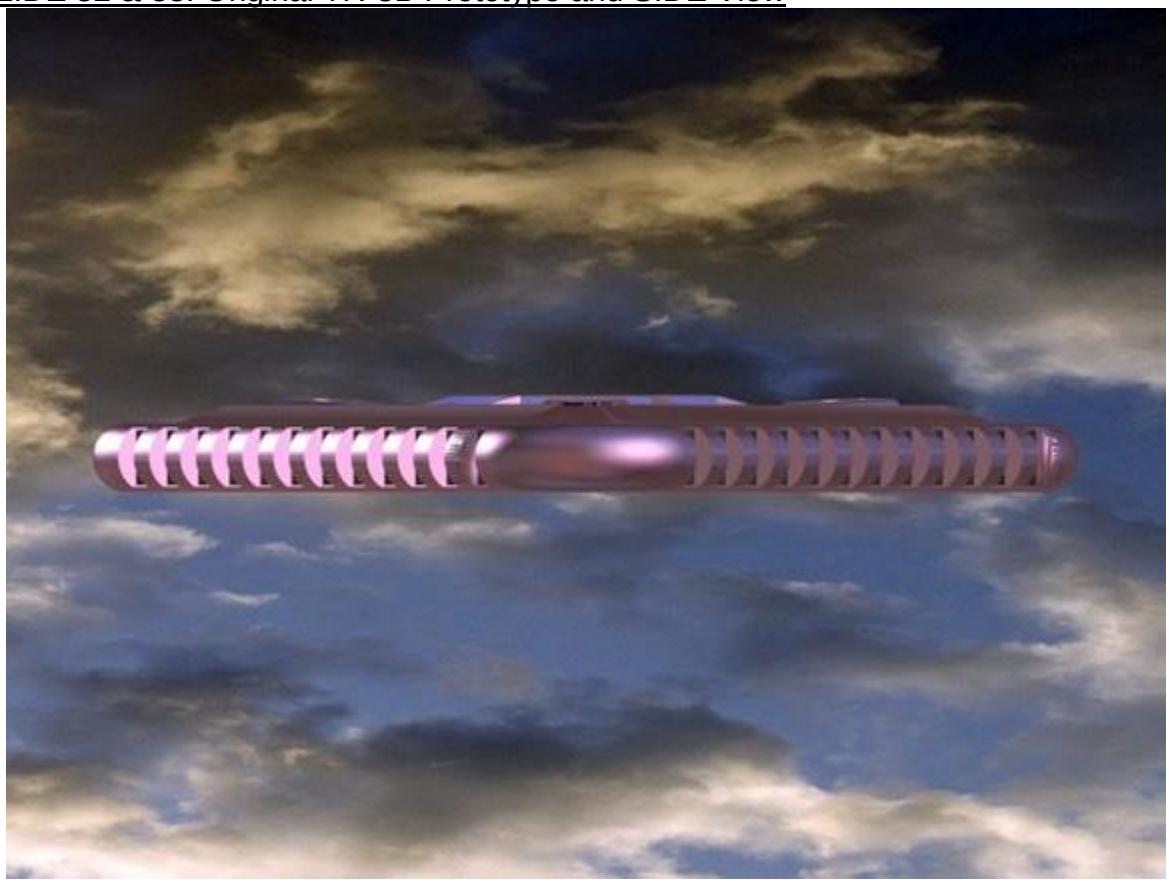
## SLIDE 81: C-130 special Ops plane - front view

The original picture of the TR-3B was taken with a digital camera that was carried onto a black - special operations C-130. An Air Force Special Operations sergeant took the picture while the C-130 was flying mission support for the TR-3B.

I've seen this picture personally and have interviewed several people who worked on the program. I'm sure of my facts and specifications.

You can see for yourselves that from the Belgium pictures, the resulting Computer Composite of the European sightings, and my original schematic taken from interviews, that this is an accurate rendition of the TR-3.

SLIDE 82 & 83: Original TR-3B Prototype and SIDE View



From the Original digital picture of the TR-3B a computer graphic representation was made using 3D studio software.
This picture hangs on the wall in the black vault at the Aurora Program Office. I'm not at liberty to divulge and further details about the digital picture except to say a friend took a great career risk taking it and showing it to me.

We have used these highly accurate computer graphic pictures of the Prototype and Operational models of the TR-3B to get further verification of their accuracy. You will not get a clearer picture of what the Flying Triangles are until one lands in a public domain and is captured by CNN or other news media.

SLIDE 84: TR-3B Operational View

Jerald said he would never forget the sight of the alien-looking TR-3B based at Papoose.
The pitch black, triangular shaped TR-3B was rarely mentioned--and then, only in hushed whispers - at the Groom Lake facility where he worked. The craft had flown over the Groom Lake runway, in complete silence, and magically stopped above Area S-4.

It hovered silently in the same position, for some 10 minutes, before gently settling vertically to the tarmac. At times a corona of silver blue light glowed around the circumference of the massive TR-3B.

The operational model is 600 feet across.

## SLIDE 85: TR-3B Original PROTOTYPE // Black Background

The 200 feet Prototype & the 600 feet Operational TR-3Bs are Code named Astra. The tactical reconnaissance TR-3B first operational flight was in the early 90s.

The TR-3A Manta is a subsonic reconnaissance vehicle shaped like a bat wing and is in no way related to the TR-3B. The nomenclature for the TR-3B is unconventional and was named thus to confuse those who track black budgets and rumors that got out would be confusing as most in the aerospace industry would thing there MUST be a relationship between the TR-3A and the TR-3B, which there is none.

The triangular shaped nuclear powered TR-3B aerospace platform was developed under the Top Secret, Aurora Program with SDI and black budget monies.

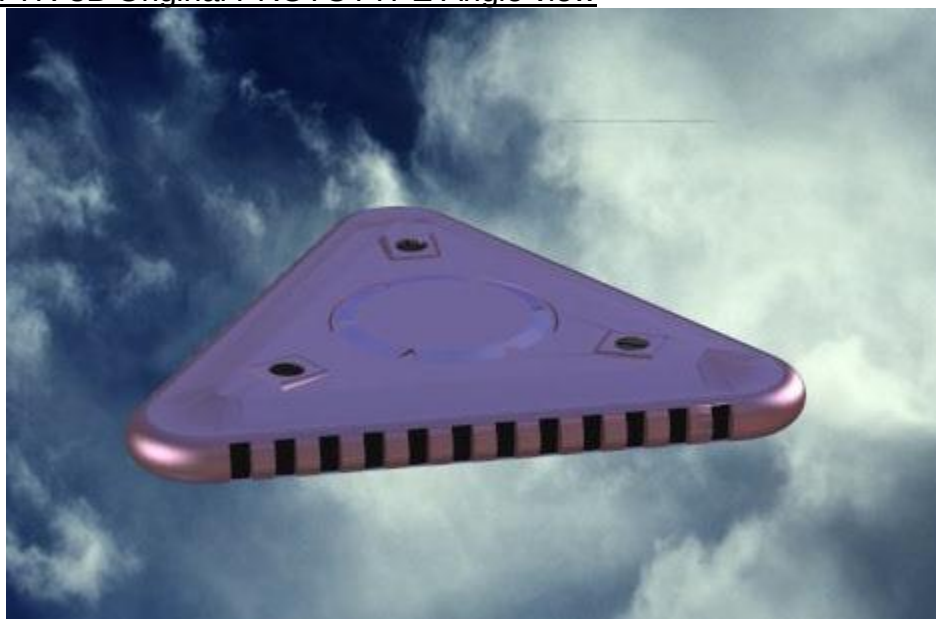
**Top Secret Plane - The Aurora**

At least 3 of the billion dollar plus TR-3Bs were flying by 1994.

The Aurora is the most classified aerospace development program in existence. The TR-3B is the most exotic vehicle created by the Aurora Program. It is funded and operationally tasked by the National Reconnaissance Office, the NSA, and the CIA. The TR-3B flying triangle is not fiction and was built with technology available in the mid 80s and uses more reversed alien technology than any vehicle ever before.

Not every UFO spotted is one of theirs.

## SLIDE 86: TR-3B Original PROTOTYPE Angle view



The TR-3B vehicle's outer coating is electro-chemical reactive and changes with electrical RF Radar stimulation and can change reflectiveness, radar absorptiveness, and color. This is also the first US vehicle to use quasi-crystals in the vehicle's skin.

This polymer skin, when used in conjunction with the TR-3Bs Electronic Counter Measures and, ECCM, can make the vehicle look like a small aircraft, or a flying cylinder - or even trick radar receivers into falsely detecting a variety of aircraft, no aircraft, or several aircraft at various locations. Some unclassified research under the heading of ?electro-chromatic? can be found on these stealth coatings.

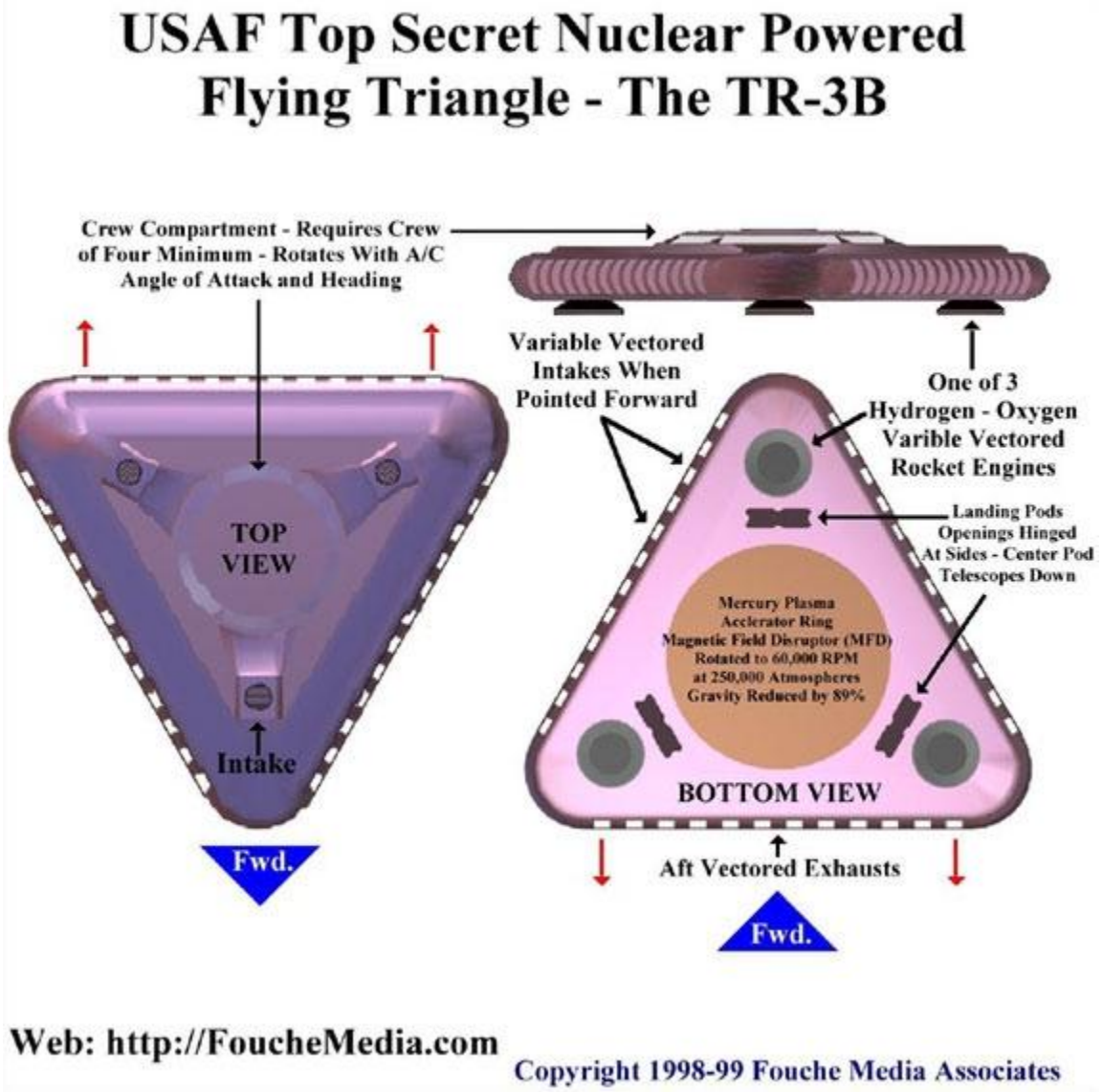
A couple in Ohio spotted the Triangle in early 95. He first spotted an orange ball of light and then a triangle shape with three bright spots at each corner.

As it moved slowly southward they were awestruck by the enormous size. "The damn thing is real," he exclaimed to his wife. "It's the flying triangle."

The man said it was the size of 2 football fields, which would make it 200 yards or 600 feet across. The

same as the operational version of the TR-3B.

SLIDE 87: TR-3B Schematic diagram with top bottom and side views




From the collection of pictures, analysis, and further refinement, we now have a better schematic layout, of the Top Secret USAF Flying Triangle that has been seen by thousands, that our Department of Defense and Government says doesn't exist.

A circular, plasma filled accelerator ring called the Magnetic Field Disrupter, surrounds the rotable crew compartment and is far ahead of any imaginable technology.

Sandia and Livermore laboratories developed the reverse engineered MFD technology. The government will go to any lengths to protect this technology. The plasma, mercury based, is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin, and accelerated to 50,000 rpm to create a super-conductive plasma with the resulting gravity disruption.

The MFD generates a magnetic vortex field, which disrupts or neutralizes the effects of gravity on mass within proximity, by 89 percent. Do not misunderstand. This is NOT antigravity. Anti-gravity provides a repulsive force that can be used for propulsion.

The MFD creates a disruption of the Earth's gravitational field upon the mass within the circular accelerator.

The mass of the circular accelerator and all mass within the accelerator, such as the crew capsule, avionics, MFD systems, fuels, crew environmental systems, and the nuclear reactor, are reduced by 89%.

A side note to the Magnetic Field Disruptor development; one source who worked at GD Convair Division in the mid 60s described a mercury based plasma that was cooled to super-conductive temperatures rotated at 45 thousand revolutions per minute and pressurized at thousands of atmospheres.
This would be considered state-of-the-art technology even by today's standards, some 30 years after he worked this project. He related that the project achieved its objective. Instruments and test objects within the center of the accelerator showed a 50 percent loss of weight, attributed to a reduction in the gravitational field. He had worked on MFD as far back as 1965 and was told by a senior scientist that the research had been going on for a decade. See: Convair, notes from Gravitics research and Gravity Rand article.

The current MFD in the TR-3B causes the effect of making the vehicle extremely light, and able to outperform and outmaneuver any craft yet constructed - except, of course, those UFOs we did not build.

The TR-3B is a high altitude, stealth, reconnaissance platform with an indefinite loiter time. Once you get it up there at speed, it doesn't take much propulsion to maintain altitude.

At Groom Lake their have been whispered rumors of a new element that acts as a catalyst to the plasma.

Recently NASA and the Russians have admitted breakthroughs in technology that would use a plasma shield for exotic aerospace vehicles. If you know anything about the history of classified black programs, you know that by the time NASA starts researching something, it's either proven or old technology. They are the poor step children when it comes to research and development technology and funding.

With the vehicle mass reduced by 89% the craft can travel at Mach 9, vertically or horizontally. My sources say the performance is limited only the stresses that the human pilots can endure. Which is a lot, really, considering along with the 89% reduction in mass, the G forces are also reduced by 89%.

## SLIDE 88: TR-3B Operational Model // Black Background

The crew of the TR-3B should be able to comfortable take up to 40Gs. The same flight characteristics described in the Belgium sightings and many other sightings. Reduced by 89%, the occupants would feel about 4.2 Gs.

The TR-3Bs propulsion is provided by 3 multimode thrusters mounted at each bottom corner of the triangular platform. The TR-3 is a sub-Mach 9 vehicle until it reaches altitudes above l20,000 feet - then who knows how fast it can go!

The 3 multimode rocket engines mounted under each corner of the craft use hydrogen or methane and oxygen as a propellant.

In a liquid oxygen/hydrogen rocket system, 85% of the propellant mass is oxygen. The nuclear thermal rocket engine uses a hydrogen propellant, augmented with oxygen for additional thrust.

The reactor heats the liquid hydrogen and injects liquid oxygen in the supersonic nozzle, so that the

hydrogen burns concurrently in the liquid oxygen afterburner.

## SLIDE 89: TR-3B Operational Version

The multimode propulsion system can operate in the atmosphere, with thrust provided by the nuclear reactor, in the upper atmosphere, with hydrogen propulsion, and in orbit, with the combined hydrogen\ oxygen propulsion.

What you have to remember is that the 3 multi-mode rocket engines only have to propel 11 percent of the mass of the Top Secret TR-3B. The engines are reportedly built by Rockwell.

## SLIDE 90: TR-3B Original

From the evolution of exotic materials, advanced avionics, and newer propulsion engines the stealth aircraft were born. Leaps in technology have been obtained with reverse engineering of Alien Artifacts as described in the newly released MJ-12 Revised Charter, signed during the Reagan administration.

According to Jerald's account, the technology developed at Papoose far exceeded any known within the world scientific community. Jerald was in his late 50s when I first met him in LV. He had actually spoken to scientists who analyzed the Roswell vehicle and technology--technology that we can assuredly assume was developed from reverse engineering of recovered alien artifacts.

The control of all Alien Artifacts--the research, the reverse engineering, and analysis of the extraterrestrial biological entities (EBEs) --was transferred to the super-secret laboratory, called the Defense Advanced Research Center or DARC, in Area S-4.

## SLIDE 91: TR-3B 600 feet wide Operational Model

Many sightings of triangular UFOs are not alien vehicles but the top secret TR-3B. The NSA, NRO, CIA,

and USAF have been playing a shell game with aircraft nomenclature.

Creating the TR-3, modified to the TR-3A, the TR-3B, and the Teir 2, 3, and 4, with suffixes like Plus or Minus added on to confuse further the fact that each of these designators is a different aircraft, and not the same aerospace vehicle.

A TR-3B is as different from a TR-3A as a banana is from a grape. Some of these vehicles are manned and others are unmanned.

## SLIDE 92: Strange picture of aircraft with pilot's head in open

Before Jerald died, we had a long conversation. He was sure he had documentation that would prove the existence of the MJ-12 committee and our using crashed alien vehicles to reverse engineer their technology. I told him that I did not want any classified documents in my possession. I never found out what happened to them.

I also believe the recently deceased Colonel Corso, who discloses the governments involvement with alien technology, was a honest and honorable man. I believe he was on the inside of administering alien artifact protocol for the Army, and he might have embellished the depth of his involvement.

## SLIDE 93: Alien Rapture.

I don't have time to go into the TWO unique MJ-12 documents that I acquired. They are included in Alien Rapture and excerpted on http://fouchemedia.com

The Characters in Alien Rapture are fictional, but the facts of the Covert Government Agenda to suppress Alien Artifacts, the Reverse Engineering of Alien Technology, and the Details of Black Programs are absolutely true.

## SLIDE 94: Earth pictured with TR-3B and worm-hole

Part of our agreement was that every one of my close five friends would get a chance to look at the manuscript before I sent it to any Literary Agents.

Dale discussed the Alien Rapture manuscript with his father, who worked high up in the NSA for over 20 years. His father asked him how much he trusted me, and Dale told him - COMPLETELY.

Dale's father provided him with two MJ-12 documents, and told him to retype them, and send them to me with the understanding that I would not ever reveal the source of them.

The documents that Dale retyped had most the names and dates blacked out. This is how I received these documents, and I was so naive that I didn't even know what the history of the MJ-12 documents were.

From as far back as the Vietnam Conflict, I knew Dale and that he was as close to his father as a son can get. I do not feel that his father used him for distributing disinformation. Whether his father was duped, I have no idea. From my personal opinion, I believe the MJ-12 committee was real, and still exists in some form.

The ROSWELL AUTOPSY and the Reagan MJ-12 Charter (Revised) are both in 'Alien Rapture.' The significance is that we copyrighted these two documents before 1994 in order to prove when, time-wise, we had this information. This was THREE YEARS before **Colonel Corso**'s "The Day After Roswell" manuscript was complete and a year before the 'Alien Autopsy' (Remade for Disinformation) was shown.
Items described by Corso and seen in the 'Alien Autopsy' (except for the six fingered alien) are detailed in the Roswell Autopsy Report in 'Alien Rapture.' The removable lens is one example, the 'geo' organ is another, and dozens of other examples never before published.

But, like so much in the field of Alien Artifacts and UFOs, the myriad disinformation campaigns by the DoD, CIA, FBI, NSA, and other agencies completely eliminates the possibility of finding out the truth through normal investigation.

When you look around the Internet you see some intriguing physics ideas and research going on, like Quasi-crystals for example.

From Herbert's book outlining loopholes in physics that suggest that faster than light travel may be possible, to **Puthoff**'s theory suggesting that gravity is a consequential effect of the vacuum electromagnetic zero point fluctuations, to **Podkletnov** and **Neiminen**'s report of superconductor experiments with anomalous evidence of a possible gravity shielding effect. It's hard to keep up with all the advances in science and technology.

I believe I have presented a refreshing NEW look at the covert agenda by talking to those who would never normally have come forward and presenting their case in the form of a story filled with many new facts.

Alien Rapture is written as a fiction story, with characters on a quest, to uncover the truth, much like the one my five friends and I started out on.

I've just barely scratched the surface of the details and facts presented in Alien Rapture.
THANK YOU FOR HAVING ME HERE...

**Return to The Saga of Flying Objects**
**Return to Edgar Rothschild**
**Fouche**
**Return to Zonas**
**Offlimit**

**http://www.bibliotecapleyades.net/ciencia/ciencia_extraterrestrialtech07.htm**

# Biefeld–Brown effect

From Wikipedia, the free encyclopedia

(Redirected from Biefeld-Brown effect)

Jump to: navigation, search

The **Biefeld–Brown effect** is an electrical effect that produces an ionic wind that transfers its momentum to surrounding neutral particles, first discovered by Paul Alfred Biefeld (Germany) and Thomas Townsend Brown (USA). The effect is more widely referred to as *electrohydrodynamics* (EHD) or sometimes *electro-fluid-dynamics*, a counterpart to the well-known *magnetohydrodynamics*. Extensive research was performed during the 1950s and 1960s on the use of this electric propulsion effect during the publicized era of the United States gravity

control propulsion research (1955–1974). Top secret experiments into the effect were also conducted in France 1955–1958 by Thomas Townsend Brown and SNCASO called Project Montgolfier.[1] During 1964, Major Alexander Procofieff de Seversky published much of his related work in U.S. Patent 3,130,945, and with the aim to forestall any possible misunderstanding about these devices, termed these flying machines as ionocraft. In the following years, many promising concepts were abandoned due to technological limitations. The effect has only recently become of interest again and such flying devices are now known as EHD thrusters. Simple single-stage versions lifted by this effect are sometimes also called lifters.

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- 2 Patents
- 3 References
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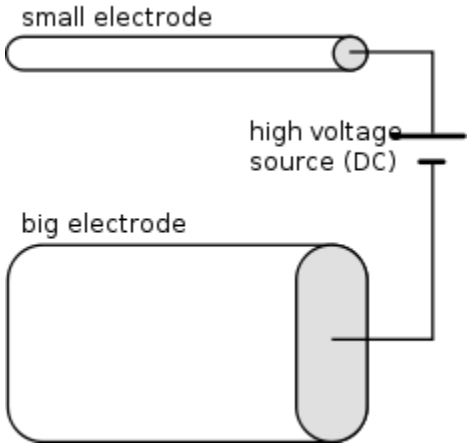
  - 4.1 Biefeld Brown effect electrohydrodynamics


## [edit] Effect analysis




The effect is generally believed to rely on corona discharge, which allows air molecules to become ionized near sharp points and edges. Usually, two electrodes are used with a high voltage between them, ranging from a few kilovolts and up to megavolt levels, where one electrode is small or sharp, and the other larger and smoother. The most effective distance between electrodes occurs at an electric potential gradient of about 10 kV/cm, which is just below the nominal breakdown voltage of air between two sharp points, at a current density level usually referred to as the saturated corona current condition. This creates a high field gradient around the smaller, positively charged electrode. Around this electrode, ionization occurs, that is, electrons are stripped from the atoms in the surrounding medium; they are literally pulled right off by the electrode's charge.

This leaves a cloud of positively charged ions in the medium, which are attracted to the negative smooth electrode by Coulomb's Law, where they are neutralized again. This produces an equally scaled opposing force in the lower electrode. This effect can be used for propulsion (see EHD thruster), fluid pumps and recently also in EHD cooling systems. The velocity achievable by such setups is limited by the momentum achievable by the ionized air, which is reduced by ion impact with neutral air. A theoretical derivation of this force has been proposed (see the external links below).

However, this effect works using either polarity for the electrodes: the small or thin electrode can be either positive or negative, and the larger electrode must have the opposite polarity.[2] On many experimental sites it is reported that the thrust effect of a lifter is actually a bit stronger when the small electrode is the positive one.[3] This is possibly an effect of the differences between the ionization energy and electron affinity energy of the constituent parts of air; thus the ease of which ions are created at the 'sharp' electrode.

As air pressure is removed from the system, several effects combine to reduce the force and momentum available to the system. The number of air molecules around the ionizing electrode is reduced, decreasing the quantity of ionized particles. At the same time, the number of impacts between ionized and neutral particles is reduced. Whether this increases or decreases the maximum momentum of the ionized air is not typically measured, although the force acting upon the electrodes reduces, until the glow discharge region is entered. The reduction in force is also a product of the reducing breakdown voltage of air, as a lower potential must be applied between the electrodes, thereby reducing the force dictated by Coulomb's Law.

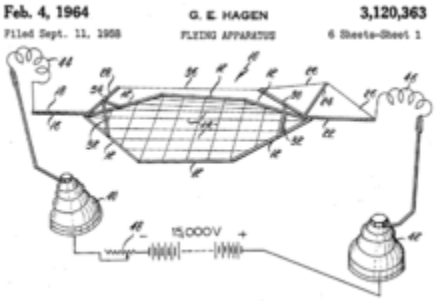
During the glow discharge region, the air becomes a conductor. Though the applied voltage and current will propagate at nearly the speed of light, the movement of the conductors themselves is almost negligible. This leads to a Coulomb force and change of momentum so small as to be zero.

Below the glow discharge region, the breakdown voltage increases again, whilst the number of potential ions decreases, and the chance of impact lowers. Experiments have been conducted and found to both prove and disprove a force at very low pressure. It is likely that the reason for this is that at very low pressures, only experiments which used very large voltages produced positive results, as a product of a greater chance of ionization of the extremely limited number of available air molecules, and a greater force from each ion from Coulomb's Law; experiments which used lower voltages have a lower chance of ionization and a lower force per ion. Common to positive results is that the force observed is small in comparison to experiments conducted at standard pressure. This is likely to be the result of the massively reduced number of ions produced by the experiment, although this could also be interpreted to be a different force entirely.

At one time, Brown believed his devices produced mysterious fields that interacted with the Earth's gravitational pull.[4] Certain fringe researchers continue to claim that conventional physics cannot adequately explain the phenomenon.[5] An article by Martin Tajmar (see below, or a summary) describes an experiment designed to test the possibility that this effect may need some other effect than ion winds for its explanation. No such effect was found, to the limit of experimental accuracy. In particular, no thrust could be observed in a vacuum. A similar device

was tested in a vacuum in an episode of the Mythbusters with the same result. However, Brown's own demonstrations showed that the thrust observed was still present when enclosed in Plexiglass fixtures from which no ions could escape thus ruling out ion thrust as the moving force (see below).

## [edit] Patents




U.S. Patent 3,120,363 — *Flying apparatus* — G.E. Hagen

T. T. Brown was granted a number of patents on his discovery:

- GB300311 — A method of and an apparatus or machine for producing force or motion (accepted 1928-11-15)
- U.S. Patent 1,974,483 — Electrostatic motor (1934-09-25)
- U.S. Patent 2,949,550 — Electrokinetic apparatus (1960-08-16)
- U.S. Patent 3,018,394 — Electrokinetic transducer (1962-01-23)
- U.S. Patent 3,022,430 — Electrokinetic generator (1962-02-20)
- U.S. Patent 3,187,206 — Electrokinetic apparatus (1965-06-01)
- U.S. Patent 3,196,296 — Electric generator (1965-07-20)

Historically numerous patents have been granted for various applications of the effect, from electrostatic dust precipitation, to air ionizers, and also for flight. A particularly notable patent — U.S. Patent 3,120,363 — was granted to G.E. Hagen in 1964, for apparatus more or less identical to the later so-called 'lifter' devices. Other ionic US patents of interest: 2022465, 2182751, 2282401, 2295152, 2460175, 2636664, 2765975, 3071705, 3177654, 3223038, 3120363, 3130945

## [edit] References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2. ^ NASA CR-2004-213312 Asymmetrical Capacitors for propulsion
3. ^ Bahder, TB. "Force on an Asymmetric Capacitor". http://arxiv.org/vc/physics/papers/0211/0211001v1.pdf. Retrieved 9 October 2011.
4. ^ Thompson, Clive (August 2003). "The Antigravity Underground". *Wired Magazine*. http://www.wired.com/wired/archive/11.08/pwr_antigravity.html

5. ^ Mallove, Eugene (September/October 2002). "The "Lifter" Phenomenon". http://www.infinite-energy.com/iemagazine/issue45/thelifterphen.html.

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- Vassilatos G. (2000). *Lost Science*. Adventures Unlimited Press. ISBN 0-932813-75-5.
- Paul A. LaViolette, Ph.D. (2008). *Secrets of Antigravity Propulsion: Tesla, UFO's and Classified Aerospace Technology*. Rochester, Vermont: Bear & Company. pp. 84-85, 89. ISBN 978-159143078-0.

## [edit] External links

- Defying Gravity: The Parallel Universe of T. Townsend Brown – authorized biography on T. Townsend Brown
- The Hunt for Zero Point – book by Jane's Aviation editor Nick Cook
- Projet Montgolfier Reports, 1955–58
- [1] – Video of the effect

## [edit] Biefeld Brown effect electrohydrodynamics

- Blaze Labs Research: What is an EHD thruster? — Introduction on EHD thrusters, ionocrafts, lifters and lots of related information
- NASA: Asymmetrical Capacitors for Propulsion (PDF)
- Army Research Laboratory, Thomas B. Bahder:*Force on an Asymmetric Capacitor*

Retrieved from "http://en.wikipedia.org/w/index.php?title=Biefeld–Brown_effect&oldid=540883015"
Categories:

- Propulsion
- Physical phenomena

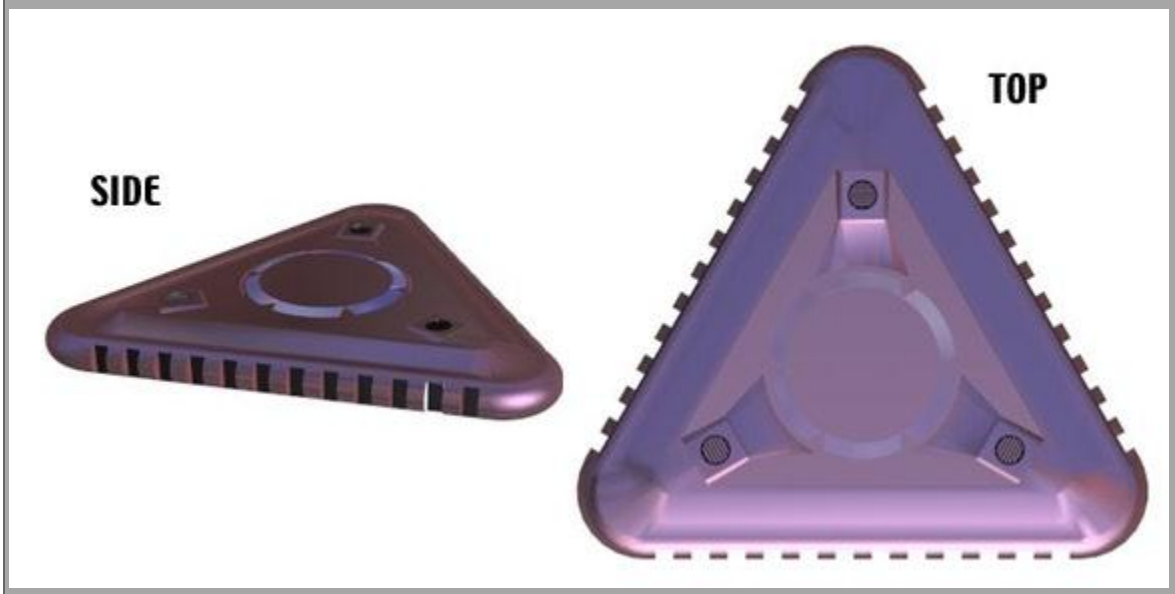
## http://en.wikipedia.org/wiki/Biefeld-Brown_effect

## 1. TR-3B Antigravity Physics Explained - John Kooiman

Reposted
From John Kooiman
john.kooiman@home.com

**TR-3B Antigravity Physics Explained**
by John Kooiman

To be correct, I probably should say, "TR-3B Antigravity Physics Explained, insofar as General Relativity can be considered an explanation for gravity."




Many readers of this list are probably already familiar with Edgar Fouche's description of the USA's Top Secret TR-3B triangular shaped nuclear powered aerospace craft. If not, read about it here: http://alienscientist/conspiracy,com/

***Mr. Fouche describes the TR-3B's propulsion system as follows:***

*"A circular, plasma filled accelerator ring called the Magnetic Field Disrupter, surrounds the rotatable crew compartment and is far ahead of any imaginable technology... The plasma, mercury based, is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin, and accelerated to 50,000 rpm to create a super-conductive plasma with the resulting gravity disruption.*

*The MFD generates a magnetic vortex field, which disrupts or neutralizes the effects of gravity on mass within proximity, by 89 percent...*

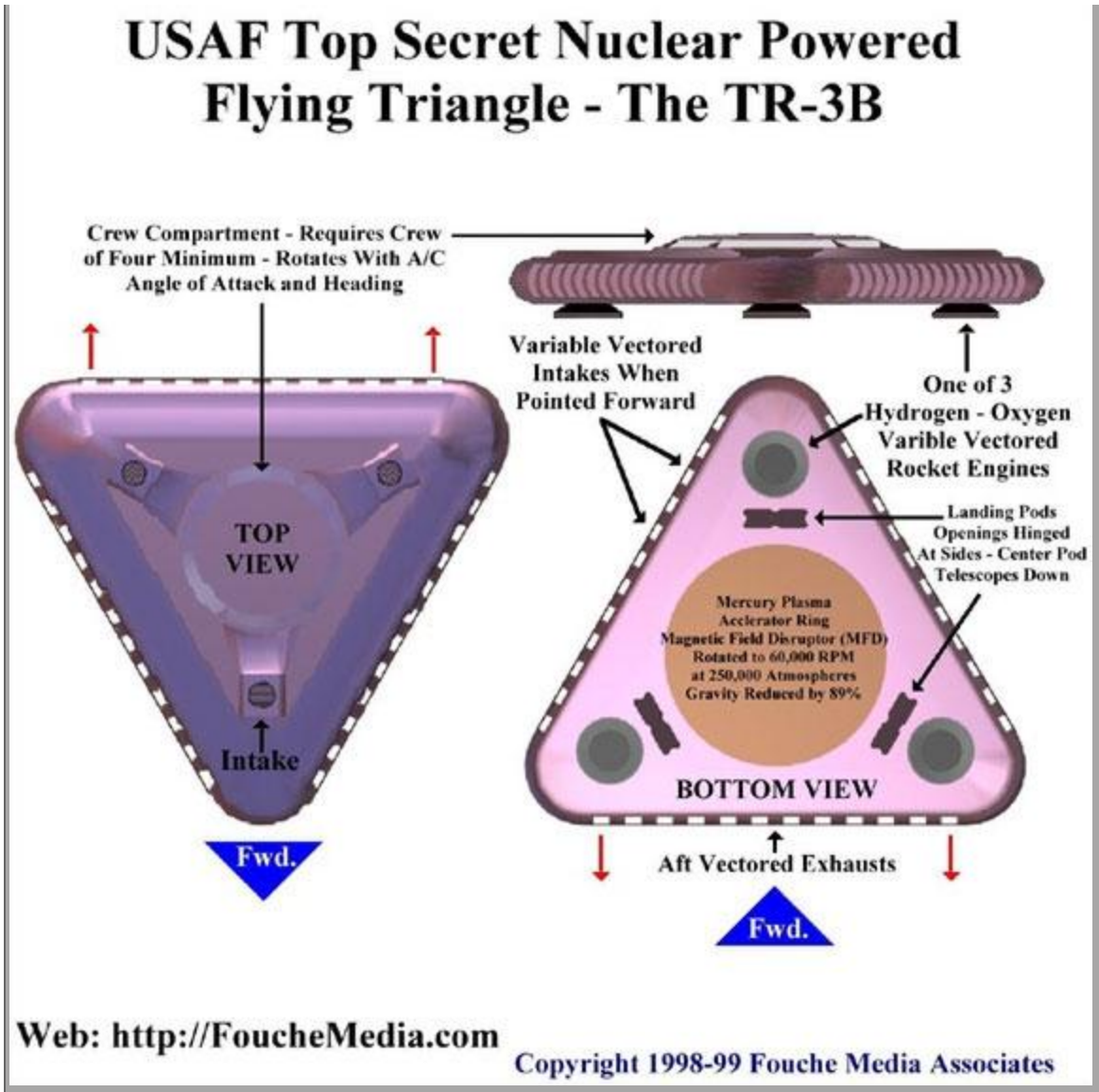
*The current MFD in the TR-3B causes the effect of making the vehicle extremely light, and able to outperform and outmaneuver any craft yet ...My sources say the performance is limited only the stresses that the human pilots can endure. Which is a lot, really, considering along with the 89% reduction in mass, the G forces are also reduced by 89%.*

*The crew of the TR-3B should be able to comfortable take up to 40Gs... Reduced by 89%, the occupants would feel about 4.2 Gs.*

*The TR-3Bs propulsion is provided by 3 multimode thrusters mounted at each bottom corner of the triangular platform. The TR-3 is a sub-Mach 9 vehicle until it reaches altitudes above l20,000 feet - then*

*who knows how fast it can go!..."*

I was skeptical of Mr. Fouche's claims when I first read them, as I'm sure that many of you are, but I was interested enough to do further research on what happens when you spin a plasma at high speeds in a ring (toroidal) configuration. I came across a physics article (sorry, I can't seem to locate the source right now) that described this exact configuration. The article said that, surprisingly, the charged particles of the plasma don't just spin uniformly around the ring, but they tend to take up a synchronized, tightly pitched, helical (screw thread) motion as they move around the ring. This can be understood in a general way as follows: the charged particles moving around the ring act as a current that in turn sets up a magnetic field around the ring. It is a well-known fact that electrons (or ions) tend to move in a helical fashion around magnetic field lines. Although it is a highly complex interaction, it only requires a small leap of faith to believe that the end result of these interactions between the moving charged particles (current) and associated magnetic fields results in the helical motion described above. In other words, the charged particles end up moving in very much the same pattern as the current on a wire tightly wound around a toroidal core.




I thought that this was an interesting fact, but didn't see how it could possibly relate to antigravity, until I ran across the following article: "Guidelines to Antigravity" by Dr. Robert Forward, written in 1962 (available at: http://www.whidbey.com/forward/pdf/tp007.pdf). Dr. Forward's article describes several little known aspects of Einstein's General Relativity Theory that indicate how moving matter can create unusual gravitational effects. When I saw Figure 5 in Dr. Forward's article, the pieces of the puzzle all fell together. I instantly saw how the moving matter pattern that Dr. Forward describes as necessary to generate a gravitational dipole was exactly the same as the plasma ring pattern described in the physics article discussed above! If Fouche's description is even close to correct, then the TR-3B utilizes this little known loophole in General Relativity Theory to create it's antigravity effects! Even though the TR-3B can only supposedly cancel 89% of gravity (and inertia) today, there is no reason why the technology can't be improved to exceed 100% and achieve true antigravity capability!

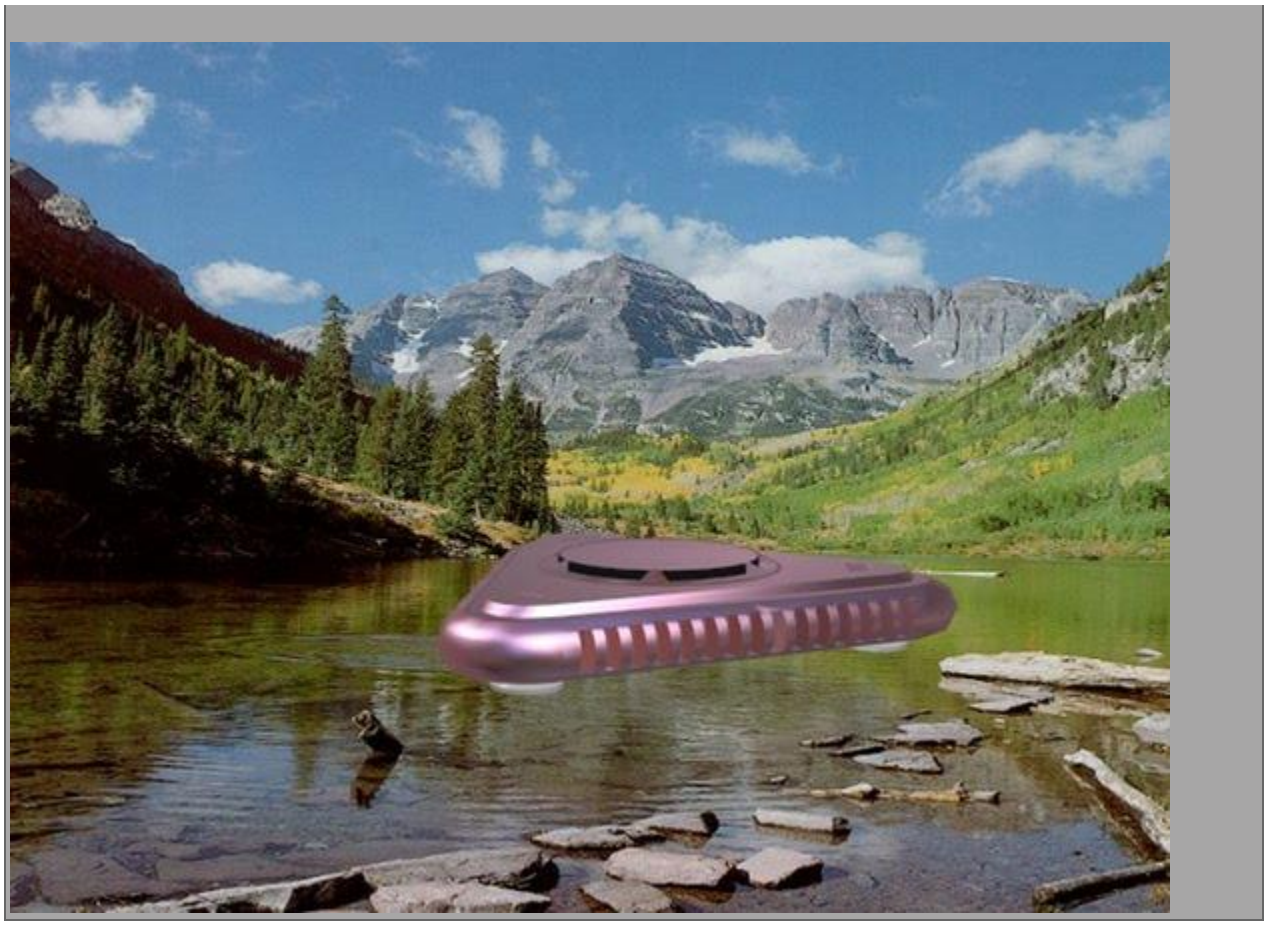
In theory, this same moving matter pattern could be mechanically reproduced by mounting a bunch of small gyroscopes all around the larger ring, with their axis on the larger ring, and then spinning both the

gyroscopes and the ring at high speeds. However, as Dr. Forward points out any such mechanical system would probably fly apart before any significant antigravity effects could be generated. However, as Dr. Forward states, "By using electromagnetic forces to contain rotating systems, it would be possible for the masses to reach relativistic velocities; thus a comparatively small amount of matter, if dense enough and moving fast enough, could produce usable gravitational effects."

The requirement for a dense material moving at relativistic speeds would explain the use of Mercury plasma (heavy ions). If the plasma really spins at 50,000 RPM and the Mercury ions are also moving in a tight pitched spiral, then the individual ions would be moving probably hundreds, perhaps thousands of times faster than the bulk plasma spin, in order to execute their "screw thread" motions. It is quite conceivable that the ions could be accelerated to relativistic speeds in this manner. I am guessing that you would probably want to strip the free electrons from the plasma, making a positively charged plasma, since the free electrons would tend to counter rotate and reduce the efficiency of the antigravity device.

One of Einstein's postulates of GR says that gravitational mass and inertial mass are equivalent. This is consistent with Mr. Fouche's claim that inertial mass within the plasma ring is also reduced by 89%. This would also explain why the vehicle is triangular shaped. Since it still requires conventional thrusters for propulsion, the thrusters would need to be located outside of the "mass reduction zone" or else the mass of the thruster's reaction material would also be reduced, making them terribly inefficient. Since it requires a minimum of 3 legs to have a stable stool, it follows that they would need a minimum of 3 thrusters to have a stable aerospace platform. Three thrusters, located outside of the plasma ring, plus appropriate structural support, would naturally lead to a triangular shape for the vehicle.

I was extremely skeptical of Mr. Fouche's claimed size for the TR-3B, of 600 feet across. At first, I thought that this must be a typo. Why would anyone in their right mind build a "Tactical Reconnaissance" vehicle 2 football fields long? They must be nuts! However, the answer to this may also be found in Dr. Forward's paper. As Dr. Forward's puts it, "...even the most optimistic calculations indicate that very large devices will be required to create usable gravitational forces. Antigravity...like all modern sciences, will require special projects involving large sums of money, men, and energy."



This is great information originally posted by Edgar Fouche:

New Propulsion, Gravity Manipulation, MHD. Enjoy. Ed Fouche

MAGNETO HYDRODYNAMICS

Closed Loop Space Propulsion Describes New Space Propulsion Engine

New MHD Technology Using Liquid Mercury And Duel Symmetric Geometry Results In Propellant less Propulsion

## MHD-VORTEX-PLASMA

## http://www.youtube.com/watch?v=TxNYO_2FMpI

MHD-VORTEX-PLASMA

This book describes and proves a closed propulsion engine in which the restrictive law of conservation of momentum is not implemented. The system does not suffer from the decaying forces of mass expelling systems, such as rockets, either chemical or plasma. Sculptured forces of liquid mercury accelerate through a mirrored structure to create a unidirectional force.

Since the engine requires only electricity such as a solar satellite panel and has no moving parts, extremely long lifetime is achieved. Many applications are possible, such as the following: manned travel to Mars, interstellar probes, position weapons control and more. Book explains complete theory of a practical system and why a closed system is necessary for near light velocities.
51m5QTvqNhL._BO2,204,203,200_PIsitb-sticker-arrow-click,TopRight,35,-76_AA300_SH20_OU01_.jpg
MHD Field Resonance Propulsion Concept

From a McDonald-Douglas Engineer – Triangles anyone?

## MHD Field Resonance Propulsion Concept

## http://www.youtube.com/watch?v=0WCggDajGxo

Mach Lorentz Thruster

For space travel to come into anything like a "Golden Age" as did Earth, sea and air travel; it has to be 4 things: safe, quick, convenient and economical. These should be a bare minimum requirement. Also there's a concomitant observation here, that "golden age" space travel does not require FTL travel.

I for one would be happy with a "1 gee propulsion solution" where we could get from place to place around our planetary system while constantly accelerating at 1 gee. Accelerate half way to the Moon at 1 gee (Earth gee), turn around and accelerate negatively the second half of the way--you can be on the Moon in less time than it takes to fly from NY to LA, you can be to Mars at its closest approach in 2 days, or at its greatest distance in 5 days, or to the asteroids in 6, or to Jupiter in 7, or to Saturn, it's pretty moon Titan and a view of the rings in 9 days. That is mastery of this planetary system so long as it is relatively safe, quick, convenient and economical.

## lorentz force on plasma

http://www.youtube.com/watch?v=WZvxmxUrytY

Lorentz Force on Plasma – Plasma The Fourth State of Matter

http://1.bp.blogspot.com/_VyTCyizqrH...oq3I/AAAAAAAAE
1G Thrust
http://archive.feedblitz.com/64651/~4027191

There's only one option mentioned that holds out this possibility and it is the gravinertial engineering happening with the Mach Lorentz Thruster (MLT)which we have been well aware of for years.
http://beforeitsnews.com/story/690/7...ropulsion.html

Lorentz Force explained or Lorents Force for Dummies. Ha.

## Lorentz Force

## http://www.youtube.com/watch?v=gINzRCOOs-8

There were only a few objections to this found. If I may paraphrase:

1) Woodward must be measuring ion wind.

Rubbish. His thruster creates the same thrust in air as it does in hard vacuum and everywhere between. It's very well insulated and doesn't create ion wind. He has also taken adequate precautions to show that he is not getting electrostatic or magnetic coupling, that no thermal effects are unaccounted for, etc. Anyone can have access to his work. None of it is done in a corner. He invites all comers to be involved in his process about which he generally updates a very large list of guys like the people posting in this thread; so they can contribute however they like and see he does only good science. Anyone who wants to take the time to read the relevant literature, get up to speed on the research and be involved is invited to do so.

2) The MLT doesn't produce enough thrust.

Okay. "Enough thrust" is pretty subjective. Woodward is certainly producing thrusts more than an order

magnitude above the noise floor of his test apparatus and he is working to develop a "demonstrator" that should end a lot of these sorts of objections. However, I personally don't see how people unfamiliar with his work can say that his test items don't produce enough thrust. Isn't that like saying you don't like bree cheese without ever having tasted it?

3) This is a violation of GR.

It is not. It is also not a violation of any of the conservation laws. Unlike the Shawyer devise mentioned early in this thread, it is based upon likely physics; whereas Shawyer really is asking everyone to forget about conservation of momentum. Woodward has been published in peer reviewed journals for more than a decade and there are no objections outstanding. People who object to his physics are generally folks who not only have not studied GR, they have not studied Mach's Principle and they are not familiar with any of the theory published over the years--basically, your envious QM guys who wish they had the answers Woodward seems to.

4) It won't give us FTL travel.

Well, this is true. The MLT cannot ever produce FTL. However, it is based upon a relatively unexplored (though 100 year old) area of physics, mastery of which could easily produce things like warp drive and wormhole travel. That's a bit off for now. First it would be nice to have impulse engines before we work on warp drive so, it's not much of an objection that Woodward's current work is not on FTL travel. However, the gravinertial theory and engineering being developed now by Woodward et. al. is just exactly the stuff we need to understand how to make warp drives and traversable wormholes in the future. And there simply is not another player worth watching.

5) It's going to be so inefficient that it will be impractical.

No actually. It could easily prove to be so efficient that it can provide its own energy source. Now please, everyone wait for me to explain.

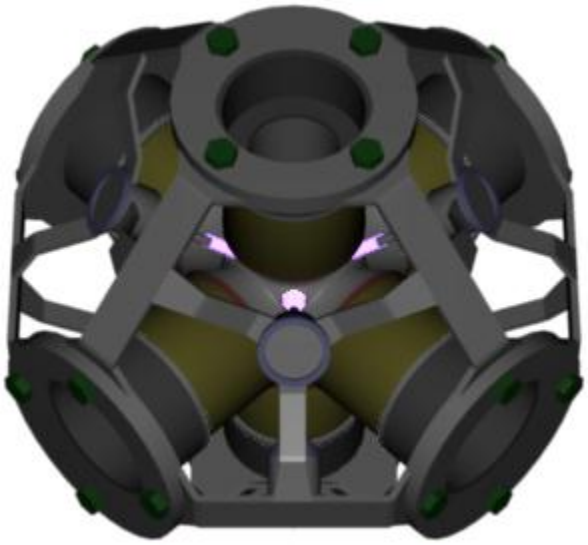
In order to rectify periodic mass fluctuation into a unified and therefore useful force, the MLT essentially pushes heavy and pulls light. That's the name of the game. When the mass temporarily fluctuates up, you push on it. When it fluctuates down, you pull on it. There is never a violation in conservation involved because the mass-energy/momentum is being transferred back and forth between the active mass in the thruster and the rest of the universe. The mass of the universe never changes nor does its momentum. Woodward is just using a "sneaky trick" by pushing and pulling on the temporarily fluctuated mass in his ceramic. When he does this, he is actually stealing momentum from the causally connected universe and putting it to better use. In this case, the universe is the system to consider as a closed system so far as doing conservation balancing is concerned and the MLT is the great beneficiary of the system--not so different from the instance of walking. When you walk West, our planet turns slightly slower West, but no one notices.

Woodward is only creating fluctuations of less than 100%. Others have driven their test items further and teams are working now to do this in the future. What does it mean to drive an MLT past a 100% mass fluctuation or dm>m condition? Well, we think it means that temporarily, the reactive mass in such a thruster would be negative mass with negative inertia. If this is true (seems it is) and obtainable (there

are already test items that have appeared to do this though that datum is inconclusive for lack of test controls--these tests were not run by Woodward in his vacuum chamber on his ARC Lite balance) then MLT's not only can be constructed to be fantastically efficient, they can even be used to harvest gravinertial energy used to run other MLT's and push spacecraft. That means range-less spacecraft (so far as the propulsion systems are concerned) and also holds out promise in the future to develop cheap energy, warp drives and traversable wormholes.

AND

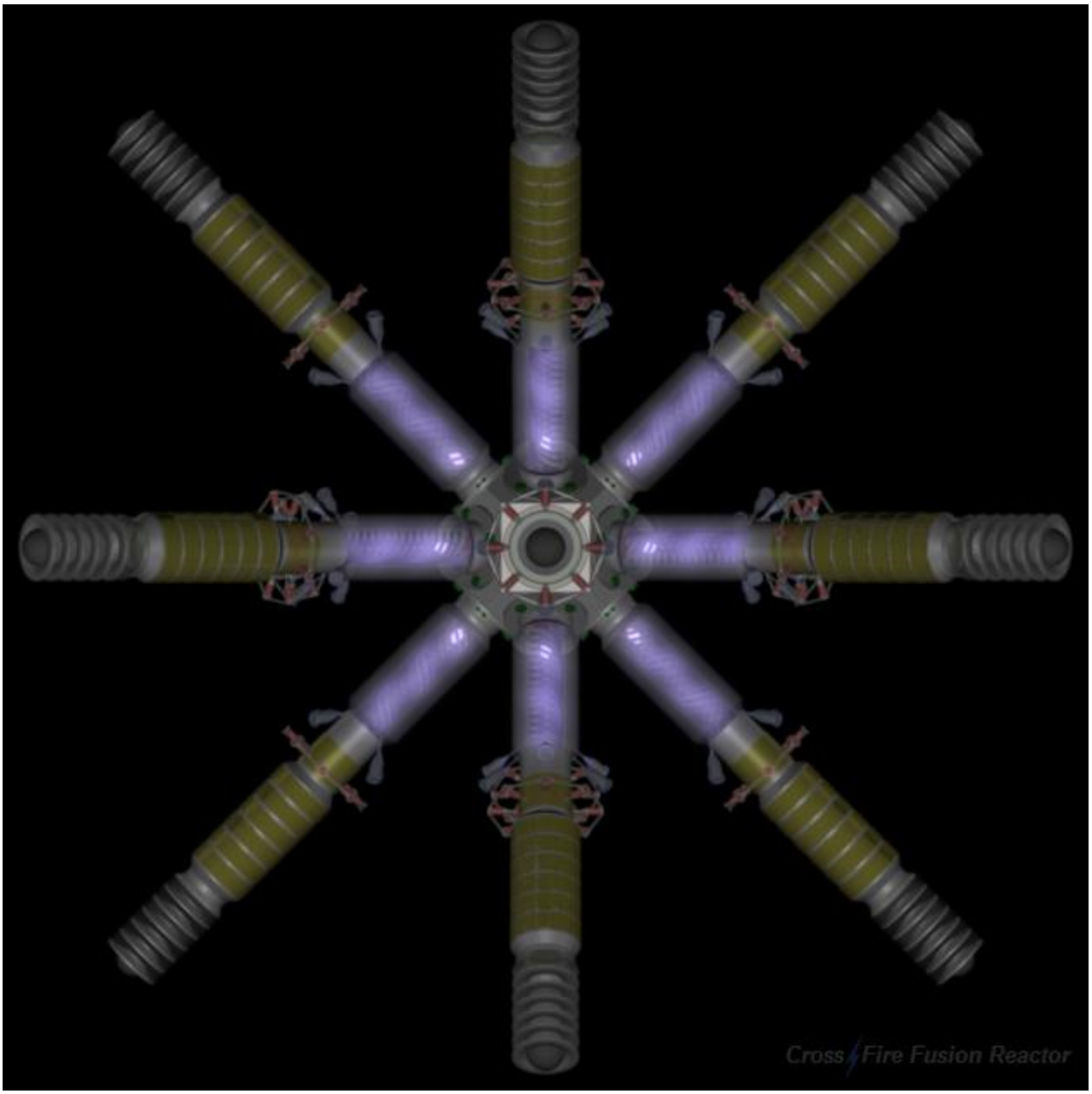
Phase Displacement Space Drive
http://www.crossfirefusion.com/space...ace-drive.html

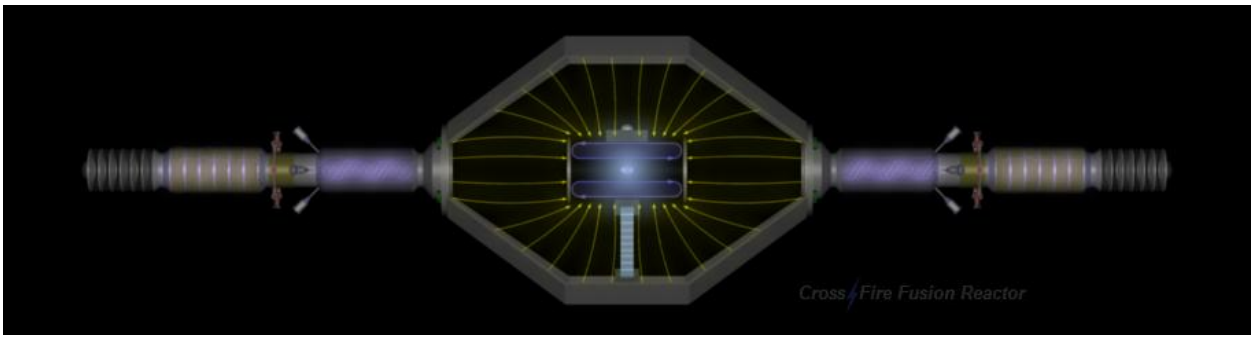


**Cross Fire Fusion Reactor**

Author: *Moacir L. Ferreira Jr.*

***Patent Pending: PCT/IB2013/050658***




## I. Presentation

The ***Cross Fire Fusion Reactor*** is a concept that uses steady-state magnetic fields to confine radially, and helicoidal moving magnetic forces more electrostatic fields to trap axially plasma of electrically charged ions, in an energy-efficient way to ignite fusion reactions, but allowing the charged byproducts to escape longitudinally to the outputs to be converted directly into electricity, producing safe, clean, dense, and virtually unlimited electric power with no pollution and no radioactive waste. The helicoidal moving magnetic forces are produced by out-of-phase electric currents flowing through a set of concentric helix-coils axially 60° rotated from each other.

Preface: Fusion Reactor - Video

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## II. Background

Nuclear fusion takes place when light atomic nuclei, having sufficient kinetic energy, collides with each other to combine, overcoming the electrostatic force repulsion, to form a heavier atomic nucleus releasing a tremendous amount of energy. For fusion reactions to take place, there is the need of having sufficient kinetic energy and confinement to achieve collisions at the required rate. Nuclear fusion reactions have an energy density many times greater than nuclear fission. Nuclear fission involving uranium-235, plutonium-239, and even the safer thorium-232, produce more radiation hazards and radioactive waste than a conventional neutronic nuclear fusion involving deuterium and tritium, and the conventional neutronic nuclear fusion, although relatively benign (no long-term radioactive waste problem), produces more neutrons than an aneutronic nuclear fusion involving helium-3, hydrogen-1 (boron-11, lithium-6, lithium-7, beryllium-9), which produce the non-radioactive waste helium-4. Both release millions of times more energy than chemical reactions. Nuclear fusion has high-power and high-energy density, cannot “blow up or melt down”, modest land usage, power production less intermittent, i.e. more constant and compact if compared to solar, wind and biomass.

At the dawn of the nuclear science, a considerable number of the nuclear reactions was discovered with help of electrostatic generators (Cockcroft-Walton Multiplier, Van de Graaff, and Pelletron) operating at high voltages and low power consumption.[1][2][3][4]

To date, there have been several approaches to try to harness fusion reaction for electricity production: Tokamak, Levitated Dipole, Riggatron, Field-Reversed Configuration, Reversed Field Pinch, Magnetic Mirror Fusion Reactor, Spheromak, Laser Fusion, Z-machine, MagLIF, Focus Fusion, Farnsworth–Hirsch Fusor, Bussard Polywell, Muon-catalyzed Fusion, Heavy Ion Fusion, Magnetized Target Fusion, Colliding Plasma Toroid Fusion, Cold Fusion, Sonofusion, Pyroelectric Fusion, Astron, Tri Alpha Energy, Helion Energy, Beam Fusion, General Fusion, Migma, and others.[26][27]

Most of the mainstream fusion reactors, e.g. ITER and NIF, remain decades away from the practicality due to awesome energy required for barely reaching 5keV, and also usually are designed to fuse a mix of deuterium and tritium, which gives off 80% of its energy in the form of

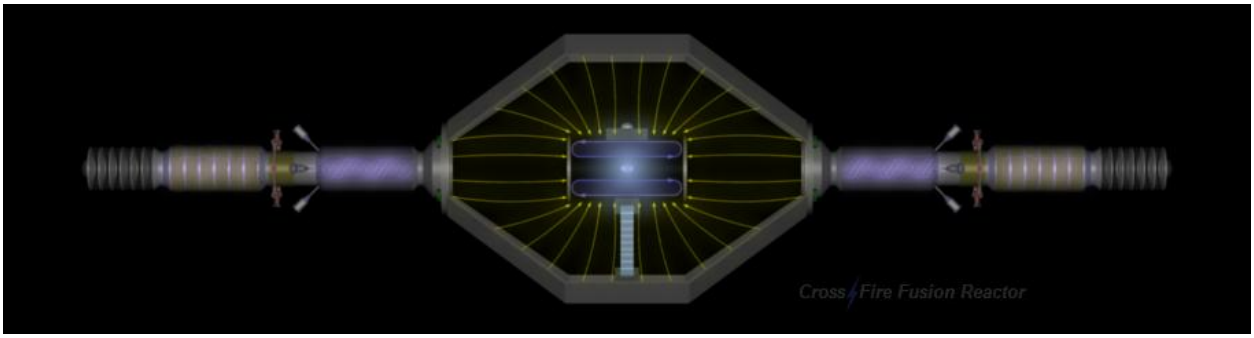
fast neutrons making the apparatus relatively radioactive which can be tolerated and managed (short-lived radioactivity). The energy of fast neutrons is collected by converting their thermal energy into electric energy, which is very inefficient (less than 30%). Moreover, most of the mainstream fusion reactors are big energy devours because they use magnetic compression and lasers instead electrostatic acceleration putting almost all of them very far from the breakeven point; finally, most of them work by repeated startups and shutdowns (pulsed mode) which cause enormous energy losses.
**note:** please, do not take technical subjects so seriously to your personal side. Regarding the other fusion approaches, that were conceived and/or has been improved by extraordinarily valiant and brilliant scientists, engineers and entrepreneurs, the critiques are just to help to contextualize the proposed concept. In this way, feel free to criticize severely the proposed concept, no personal attacks, be logical and rational, in order to keep a healthy argumentation.

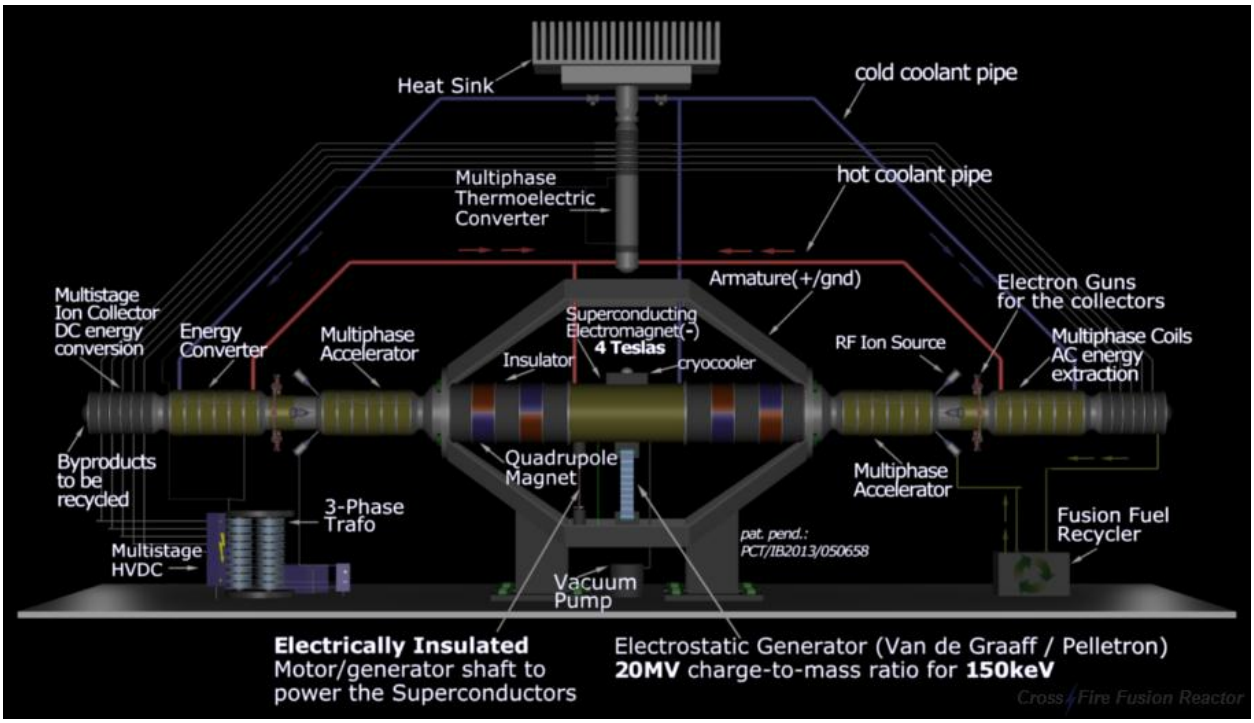
The Pioneer *Electrostatic Fusion Machines:*

1. Farnsworth–Hirsch Fusor (US patent: 3258402, 3664920)[6] which utilizes electrostatic acceleration to reach great kinetic energy 170keV (2 billion °C) while Tokamaks are barely able to attain to 10 keV (100 million °C) due to use of inefficient methods like magnetic compression. However, it still has the unsolvable grid-loss problem which has prevented the Farnsworth–Hirsch Fusor from taking full advantage of the electrostatic acceleration.[10][11][12][16]
2. Bussard Polywell (US patent: 4826646)[7] is similar to the Fusor except that has incorporated a magnetic confinement system similar to the *Magnetic Well for Plasma Confinement* (US patent: 4007392)[8][9] also similar to the Limpaecher Multicusp Containment (US patent: 4233537) and other Plasma devices (US patent: 4584160). The Polywell method can be characterized shortly by the following steps: generating magnetic cusps, injecting electrons through the magnetic cusps to create a negative potential (virtual cathode), injecting positively charged particles toward the negative potential, and maintaining the number of electrons greater than the number of positively charged particles. Apparently, its essential scheme of virtual cathode, *"wiffleball" magnetic compression*, and recirculation of electrons, also has prevented the Polywell from taking full advantage of the electrostatic acceleration.[17]

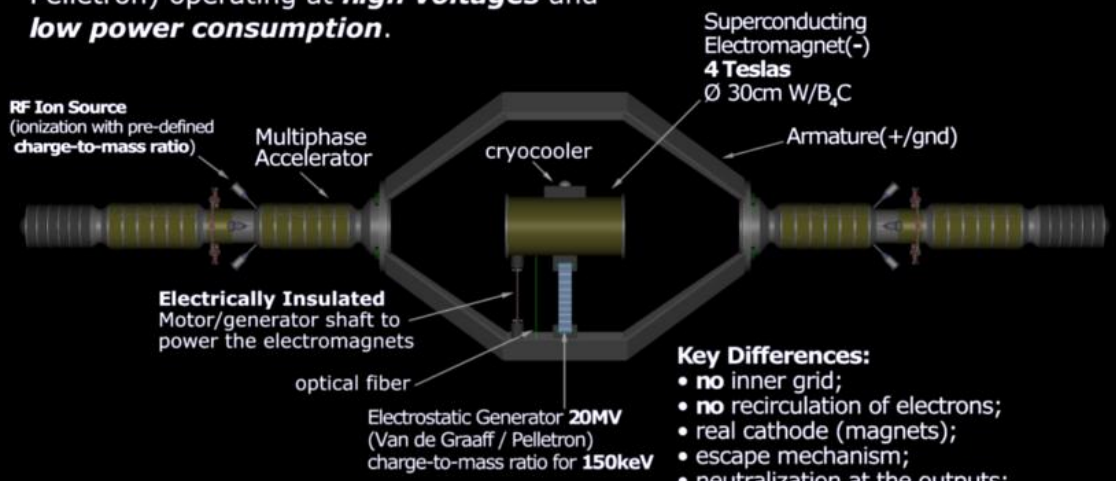
Short differentiation and characterization:

- Farnsworth–Hirsch Fusor: real cathode (inner grid), electrostatic containment;
- Bussard Polywell: virtual cathode, recirculation of electrons, *"wiffleball"*, electrodynamic containment;
- CrossFire Fusion Reactor: real cathode (magnets), anode (armature), magnetic and electrostatic confinement (penning trap) with escape mechanism;
- Heavy Ion Fusion: relies essentially on linear particle accelerators (LINAC) (US patent: 2770755, 2867748, 6888326) which are mainly single-phase based instead of multiphase;
- FRC colliding beam fusion reactors (US patent: 4390495, 6611106, 6850011, 7439678, 20060198483): magnetic compression instead of electrostatic acceleration.


Cross Fire Fusion Reactor


Heat Sink
cold coolant pipe
Multiphase Thermoelectric Converter
hot coolant pipe
Armature(+/gnd)
Electron Guns for the collectors
Multistage Ion Collector DC energy conversion
Energy Converter
Multiphase Accelerator
Superconducting Electromagnet(-) 4 Teslas
Insulator
cryocooler
RF Ion Source
Multiphase Coils AC energy extraction
Byproducts to be recycled
Quadrupole Magnet
Multiphase Accelerator
3-Phase Trafo
Fusion Fuel Recycler
pat. pend.: PCT/IB2013/050658
Multistage HVDC
Vacuum Pump
Electrically Insulated Motor/generator shaft to power the Superconductors
Electrostatic Generator (Van de Graaff / Pelletron) 20MV charge-to-mass ratio for 150keV
Cross Fire Fusion Reactor

**History:**
At the dawn of the ***nuclear science***, a considerable number of the ***nuclear reactions*** was discovered with help of ***electrostatic generators*** (Cockcroft-Walton Multiplier, Van de Graaff, and Pelletron) operating at ***high voltages*** and ***low power consumption***.



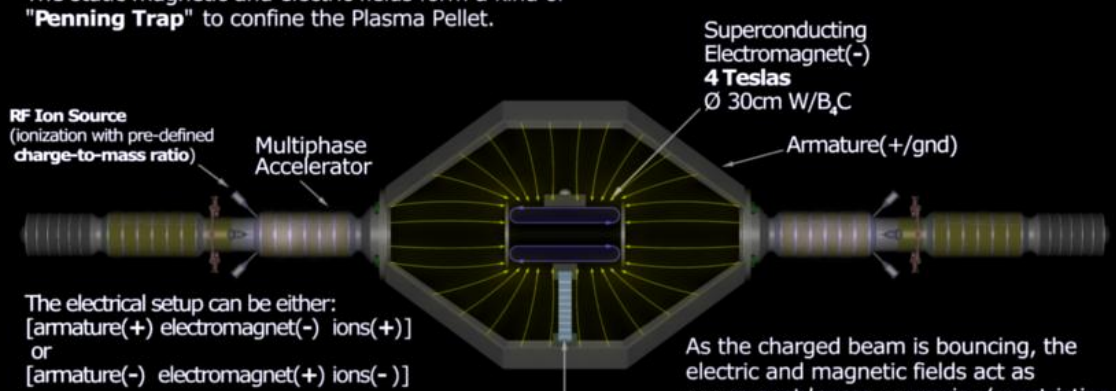

**Key Differences:**
- **no** inner grid;
- **no** recirculation of electrons;
- real cathode (magnets);
- escape mechanism;
- neutralization at the outputs;
- electrostatic acceleration instead of magnetic compression;
- steady-state instead of pulsed mode;
- multiphase instead of single-phase;
- out-of-phase/moving magnetic fields.

Electrostatic acceleration and out-of-phase changing magnetic fields are more direct and efficient, far better energy transference to ion plasma than microwaves and lasers.

The Plasma Pellet is accelerated by the moving magnetic fields and by the electrostatic fields. The Pellet acceleration and deceleration cause some small EM losses that will end as waste heat, even so the kinetic energy is enough for fusion to take place (few micrograms ≈> quintillions of atoms)

*"Energy and mass are equivalent", "Energy cannot be created or destroyed", it can be released from **induced** fusion reactions.*

The static magnetic and electric fields form a kind of "**Penning Trap**" to confine the Plasma Pellet.

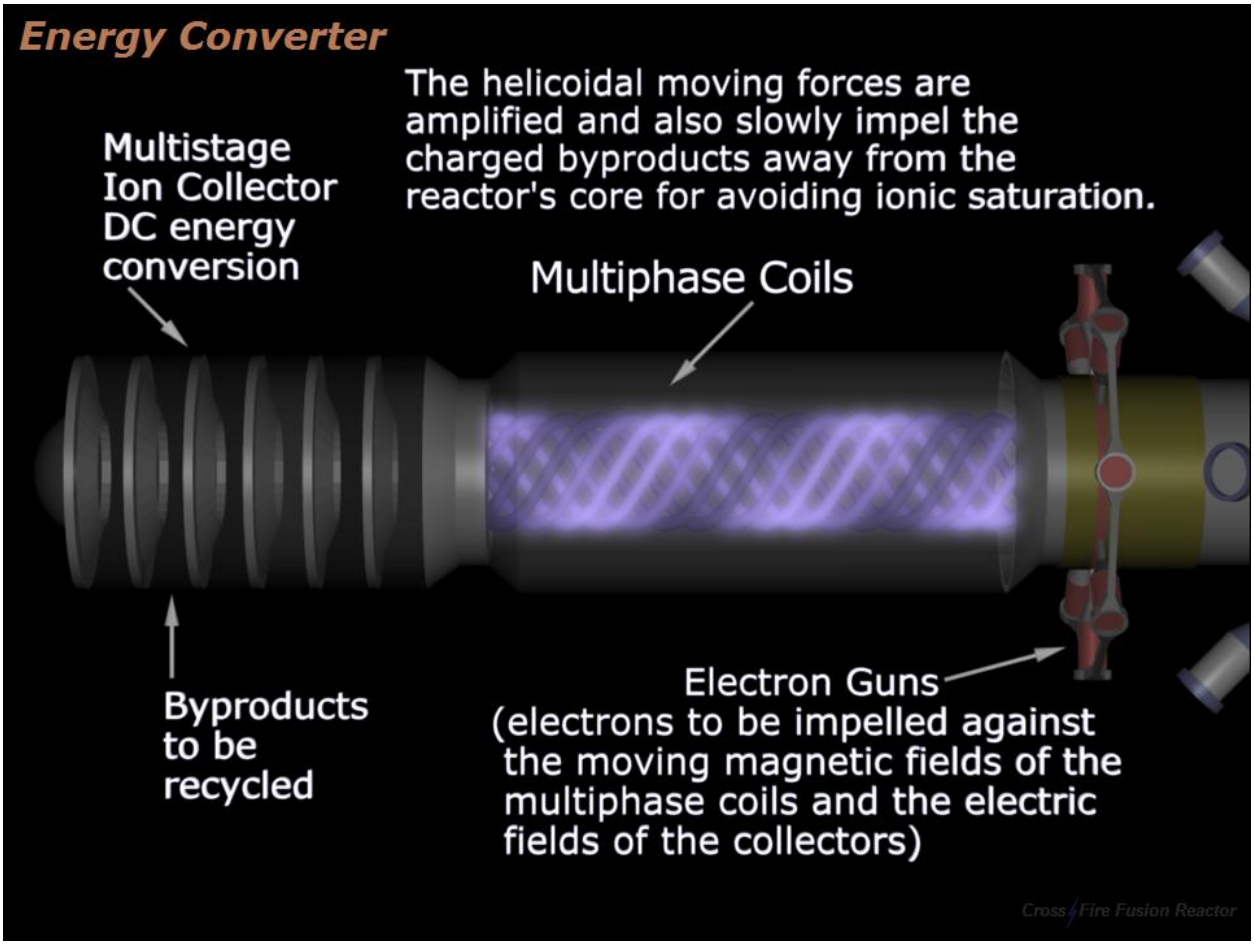


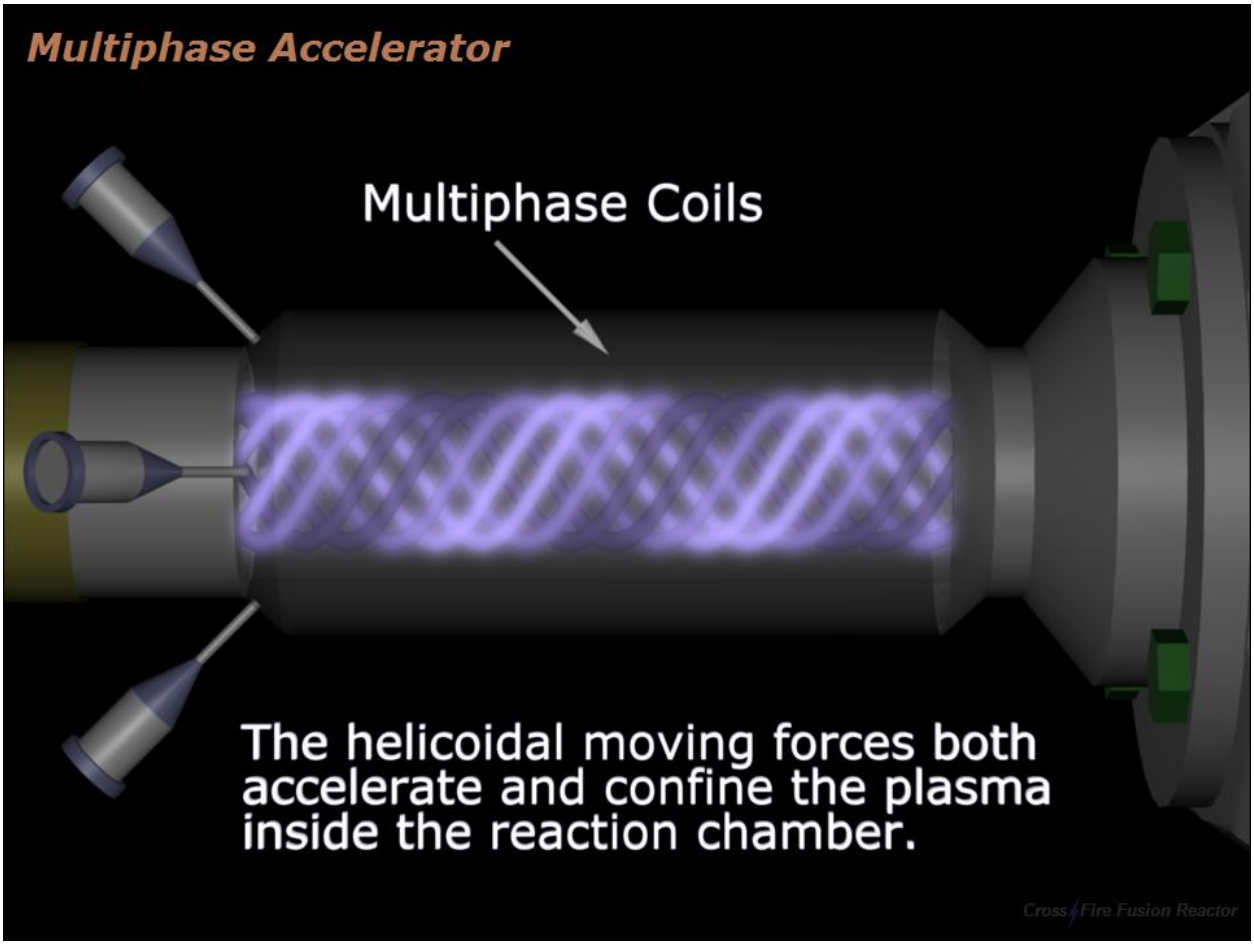

The electrical setup can be either:
[armature(**+**) electromagnet(**-**) ions(**+**)]
or
[armature(**-**) electromagnet(**+**) ions(**-**)]

As the charged beam is bouncing, the electric and magnetic fields act as convergent lenses narrowing/constricting the beam, which makes the plasma ever ***denser*** radially.

The plasma particles describe a circular and helical orbit around the magnetic field lines keeping away from the chamber walls.

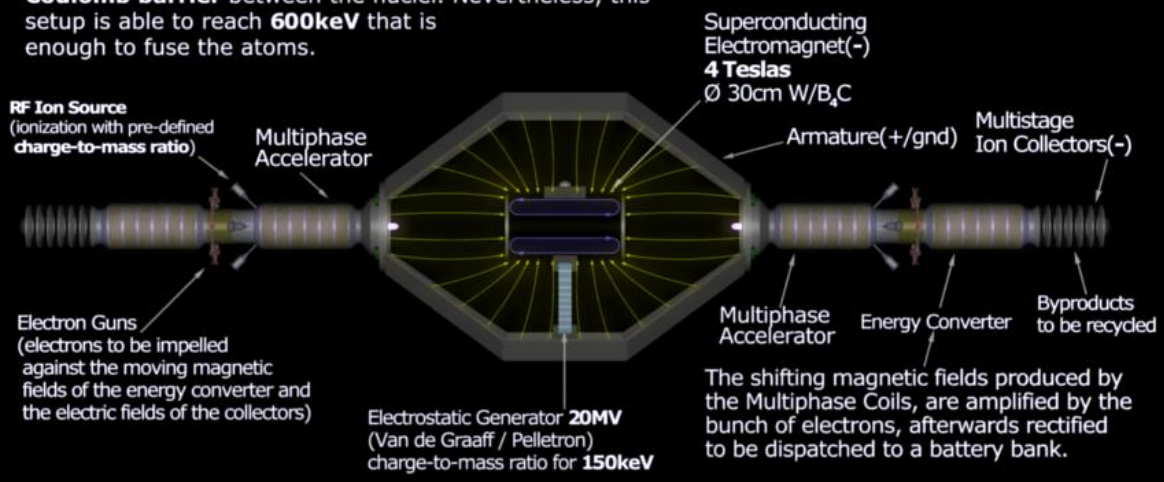
The superconducting electromagnet and the electrostatic generator are to consume just **few kilowatts**. The energy of magnetic and electric fields is to play a role of **induction**, similarly to energy gravitational of the Sun that is not consumed after all.
**note:** electric/magnetic forces are much stronger($10^{36}$*undecillion*) than gravitational


Energy Converter
The helicoidal moving forces are amplified and also slowly impel the charged byproducts away from the reactor's core for avoiding ionic saturation.
Multistage Ion Collector DC energy conversion
Multiphase Coils
Byproducts to be recycled
Electron Guns
(electrons to be impelled against the moving magnetic fields of the multiphase coils and the electric fields of the collectors)
Cross Fire Fusion Reactor


Multiphase Accelerator
Multiphase Coils
The helicoidal moving forces both accelerate and confine the plasma inside the reaction chamber.
Cross Fire Fusion Reactor

Plasma Pellets are accelerated by the helicoidal moving magnetic fields and naturally attracted by the electrostatic field in the reactor core.
(micrograms/second ≈> quintillions of atoms/sec)

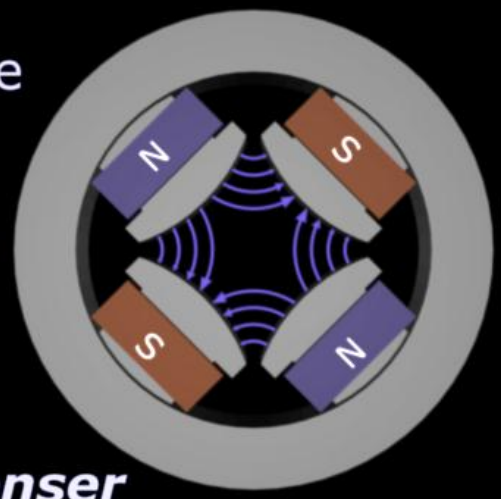
The electromagnet bore acts as a ***drift-tube***. Inside it, the charged ions tend to migrate toward the pellet rear-end letting the ***neutral atoms*** to collide frontally making the fusion more easily to occur due to either ***electron capture*** or proton-electron pairs (virtual neutrons) helping to overcome the **Coulomb barrier** between the nuclei. Nevertheless, this setup is able to reach **600keV** that is enough to fuse the atoms.




The magnetic fields prevent the plasma pellets from touching on the inner walls of the electromagnet. Then there is no electric current between the plasma and the electrostatic generator P=V×I≈0, there is just **electrostatic induction**, insignificant power consumption to keep ideal conditions for the fusion to occur efficiently.

Cross Fire Fusion Reactor

***Quadrupoles Magnets*** are arranged in quadrature (rotated 90° from each other and spaced-apart by electrical insulators) to cause **strong focusing** to make the beams more convergent and radially ***denser*** while the beams move through the **magnetic cusps** of the quadrupoles toward the reaction chamber.

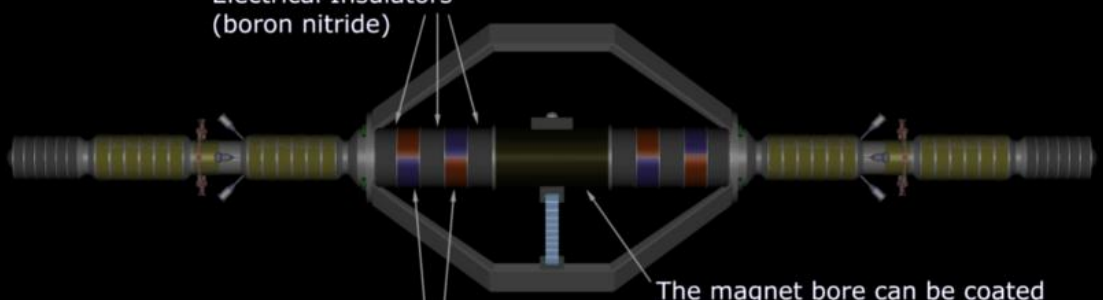



note: the strong-focusing principle was first conceptualized by Nicholas Constantine Christofilos in 1949 and has been widely used in particle accelerators.

Cross Fire Fusion Reactor

With the electrically-insulated and spaced-apart quadrupole magnets (rotated 90° from each other), the ***focusing*** can be even stronger making the plasma much ***denser*** radially.
***Density***, ***confinement*** and ***kinetic energy***, the basic conditions for the fusion to take place, and low power consumption for the ***net energy gain***.

***Strong focusing*** is the ***net effect*** on a charged beam passing through alternating field gradients (magnetic cusps) making the beam more convergent in order to increase the fusion reactions.




The reaction chamber(magnet bore) is kept under high vacuum. But the space between armature and magnets can be either empty vacuum or filled with insulating gas($N_2$, $CO_2$, $SF_6$)

Cross Fire Fusion Reactor

Contextualizing, the FRC (field-reversed configuration) fusion reactors are essentially pulsed plasmoid colliders, i.e. pulsed single-phase instead of multiphase. In some FRC versions (US application: 20050249324, 20120031070), Rotating Magnetic Field (RMF), sometimes referred as Rotamak, is employed to form and sustain the plasmoid. The "rotating" radial magnetic field is generated by an orthogonal set of coils excited by radio frequency power, phased in quadrature. Therefore, it produces only rotating, but not both moving and rotating magnetic fields, and not helicoidal moving fields.

Up to this time, there was no nuclear fusion reactor designed for using multiphase alternating electric currents to produce radially and axially moving magnetic fields resulting in helicoidal moving force to both accelerate and confine plasma of charged particles.

The *CrossFire Fusion Reactor* concept was designed to take full advantage of the electrostatic acceleration, and now it was upgraded with multiphase electrical currents flowing through concentric coils for producing radially and axially moving magnetic fields to both accelerate and confine the plasma in order to make it much more energy-efficient to harness fusion energy for producing directly an enormous quantity of cost-effective electrical power from clean, safe, and environmentally friendly aneutronic fuels.

For a better initial understanding, firstly will be described the basic embodiment comprised by two poles/outputs and then will be further described an advanced embodiment comprised by fourteen poles/outputs:

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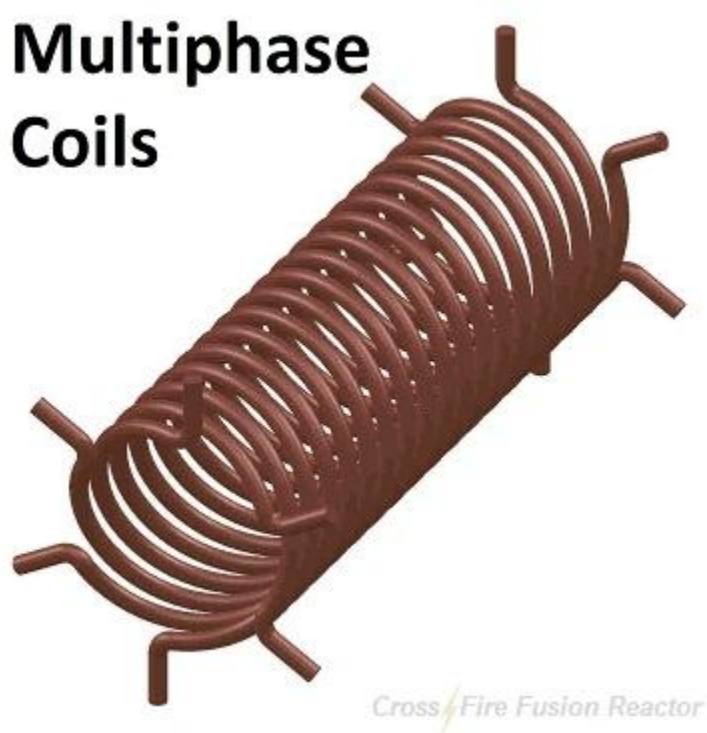
## III. Basic Embodiment

The ***two-pole embodiment*** is conceptually almost equal to the *fourteen-pole embodiment*, except that it has two outputs instead of fourteen in order to make the concept easier to be understood, mainly regarding the wise use of electrostatic acceleration that is utilized advantageously to reduce drastically the energy requirements to achieve a net gain from fusion reactions(more energy out than in), also except that the *fourteen-pole embodiment* can more specifically work just with multiphase accelerators without electrostatic acceleration.

The basic apparatus is comprised by an armature, a superconducting electromagnet centered inside the armature, an electrostatic generator (Van de Graaff or Pelletron) between the armature and the electromagnet, also an electrically-insulated motor-generator shaft to power the electromagnet; a heat exchange system connected to the electromagnet via electrically-insulated heat exchanger pipes for cooling down the superconducting electromagnets and also to recycle heat energy into electric power; two sets of ion sources and mulphase accelerators at each distal extremity of the armature, a set of quadrupole magnets connecting the electromagnet to the distal ends of the armature. The Quadrupoles Magnets are arranged in quadrature (rotated 90° from each other and spaced-apart by electrical insulators(boron nitride)) to cause strong focusing to make the beams more convergent and denser while the beams move through the magnetic cusps of the quadrupoles toward the reaction chamber. More a

vacuum pump connected via insulated pipes to the bore of the electromagnet; an optical fiber (high electrical insulation and immunity to EM interference) to control and/or monitor the superconducting electromagnet; and an optional fusion fuel recycler in order to withdraw any unburned fuel from the fusion byproducts. The space between armature and magnets can be either empty vacuum or filled with insulating gas($N_2$, $CO_2$, $SF_6$). The electromagnet bore can be optionally coated with an alternate layer of tungsten and boron carbide($W/B_4C$) to act as an X-ray mirror[18][19][20]. And externally connected to the distal extremities: a set of electron guns, *energy converters*, and multistage ion collectors.




The **multiphase accelerator** consists of six concentric helix-coils, axially rotated 60° from each other and feed by six phases [0° 60° 120° 180° 240° 300°], for producing moving magnetic fields in both radial and axial directions resulting in helicoidal moving forces for both accelerating and confining radially and unidirectionally plasma of charged particles. It is to be shorter with much more torque than Linacs, and the speed of the resulting moving force can be calculated and adjusted for maximum power transfer.

The Multiphase Coils can be enclosed with Periodic Permanent Magnet(PPM) (NS SN NS SN NS SN)[31] in order to strengthen the radial containment.

The plasma can be either positively or negatively charged; in case of positively charged then the electromagnet must be at negative potential, otherwise at positive potential.

Thus, the electrical setup can be either:

- **[armature(+) electromagnet(-) ions(+)]**
- **[armature(-) electromagnet(+) ions(-)]**

There is no preference regarding the electrical setups above, although positive ions maybe produce less bremsstrahlung radiation due to lack of electrons, and negative ions perhaps promote/catalyze more electron capture due to excess of electrons. Anyway in both cases, for higher-energy production, the charge-to-mass ratio should be calculated and pondered to be as low as possible keeping the plasma in a quasi-neutral state which requires higher electrical voltages and stronger magnetic fields, that is still feasible and affordable with nowadays superconducting technologies.

The static magnetic and electric fields form a kind of "Penning Trap" able to confine the charged ion plasma (ions are confined radially by the magnetic fields and trapped longitudinally by the electric fields). With help of a mass flow controller and ammeter, the charge-to-mass ratio can be precisely dosed keeping the plasma in a quasi-neutral state in accordance to calculations.

1. If just one the set of ions sources ionize fusion fuel with pre-defined charge-to-mass ratio, then the electrically charged plasma pellet is accelerated by the helicoidal moving magnetic fields and naturally attracted by electric fields exchanging its potential energy into kinetic energy and vice-vice. The acceleration and deceleration cause some small EM losses that will end as waste heat, nevertheless, the kinetic energy is enough for fusion to take place. The electric fields act as electrostatic lenses narrowing the charged beams as they approach to the distal ends, and the magnetic fields act as magnetic lenses tightening/constricting as they move back toward the chamber interior, which makes the plasma radially ever denser; the focusing can be even stronger with addition of electrically-insulated and spaced-apart quadrupole magnets rotated 90° from each other.
   The magnetic fields prevent the plasma pellets from touching on the inner walls of the electromagnet. Then, there is no electric current between the plasma and the electrostatic generator $P=V\times I\approx 0$, there is just ***electrostatic induction***, insignificant power consumption to keep ideal conditions for the fusion to occur efficiently.
2. If the two set of ions sources ionize fusion fuel with pre-defined charge-to-mass ratio. The ionized fusion fuel (plasma pellets) are accelerated by the helicoidal moving forces and naturally attracted by the electromagnet(which is at opposite electrical potential) reaching the bore with great kinetic energy(600keV) enough for fusion reactions to take place. The two plasma pellets collide (micrograms/second with quintillions of atoms) with high probability of occurring fusion reactions liberating an enormous quantity of energy in form of charged particles causing some chain reactions and impelling the charged pellet(containing both burned and unburned fuels) toward to the outputs passing through the *Energy Converters*, transferring energy to the system while forcing electric/magnetic fields for landing smoothly on the multistage collectors to be finally neutralized, and after that, the byproducts can be recycled in order to separate burned and unburned fuels. The electron guns are to extract electrons from a positive terminal of a capacitor, and these electrons are to be impelled by the fusion byproducts against electric fields toward the negative terminal (connected to the multistage ion collectors) increasing the stored energy ($E=\frac{1}{2}CV^2$); in other words, the electric current of the electron guns versus the gained voltage is the electric power ($P=V\times I$); also the alternating fields produced by the *Energy Converters* are amplified by the bunch of electrons, afterwards rectified to be dispatched to a battery bank.

   Internally, the electromagnet bore is in electrostatic equilibrium, just the magnetic fields prevent the plasma from touching on the inner walls, hence after the charged plasma pellets have got full kinetic energy due to the electrostatic acceleration, the electromagnet bore act as a drift-tube. Theoretically, the more electrically charged ions tend to surround the plasma surface

enclosing the neutral atoms inside the pellet. When the two plasma pellets are approximating toward each other, the charged ions tend to migrate toward the rear-end letting the neutral atoms to collide frontally making the fusion to occur more easily due to either electron capture (followed by beta decay) or proton-electron pairs temporally forming virtual neutrons, helping to overcome the Coulomb barrier between the nuclei. Anyway, the electrostatic acceleration is able to reach 600keV that is enough to fuse atoms[5] with or without the electron capture and the temporary virtual neutron theories. With the electrically-insulated and spaced-apart quadrupole magnets (rotated 90° from each other), the focusing can be even stronger making the plasma much denser radially. ***Density***, ***confinement*** and ***kinetic energy***, the basic conditions for the fusion to take place [23], and low power consumption for the ***net gain***.

The **multiphase coils** are more reactive than just resistive, because moving magnetic fields exert forces on moving charges $F=q(v \times B)$ and vice-versa. Just like an AC motor[28] that can behave as AC generator and vice-versa. $F=i(L \times B)$ $\varepsilon=(B\ell v \sin\theta)$

The ***Energy Converter*** also uses multiphase coils but with purpose of decelerating for converting kinetic energy into electric power. The speed of moving forces is calculated to be very slow and toward the multistage collectors. Wherein the fast fusion byproducts boost the slow moving magnetic fields produced by the multiphase coils, thereby electrodynamically transferring energy to be effectively harvested by diode bridge rectifiers of the system.

Electromagnets in steady-state mode instead of pulsed mode.
Electrostatic acceleration instead of magnetic compression, wisdom instead of brute force, which leads to a more efficient energy usage to surpass the breakeven point.

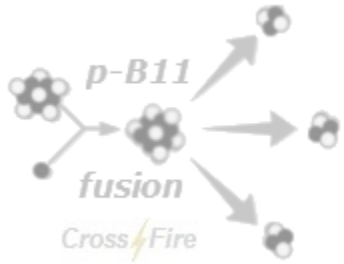
a. The superconducting electromagnets are to consume just few kilowatts, and the magnetic fields can withstand very high-temperature ion plasma ($r=mv/qB$)[25]
b. The electrostatic acceleration, with a correct setup, can reach great kinetic energy (600keV ≈*7 billion °C*) enough to fuse hydrogen-boron, lithium-6/7, beryllium-9, helium-3, with a fair power consumption (few kilowatts) that can be easily proven by simple and consistent calculations.

The energy of magnetic and electric fields is to play a role of induction, similarly to energy gravitational of the Sun that is not consumed after all; *"energy cannot be created or destroyed"*, it is just released from induced fusion reactions.
**note**: electric/magnetic forces are much stronger ($10^{36}$ *undecillion*) than gravitational.[22]
$F=k_e(q_1q_2)/r^2$ $F=G(m_1m_2)/r^2$ *electron mass=0.00091E-27 kg*

Even though the direct energy conversion is highly efficient, there will always be some waste heat coming from the electromagnetic radiation, mostly in X-ray range (bremsstrahlung) that is shielded by the tungsten layers. The **waste heat** can be recycled into electricity using conventional steam turbines or even better using the *Multiphase Thermoelectric Converter*. The *Multiphase Thermoelectric Converter* can harvest most of the waste heat from the *Aneutronic Fusion Reactor*, doubling (or even tripling) the overall efficiency of thermal-to-electric conversion in order to reduce drastically the thermal waste. Internally, it operates by radially forcing the coolant to push axially the electrical charges against electric/magnetic fields.

## IV. Calculations

The fusion fuels can be composed of light atomic nuclei like hydrogen, deuterium, tritium, helium, lithium, beryllium, boron, and their various isotopes. However, helium-3, hydrogen-1 (boron-11, lithium-6, lithium-7, beryllium-9) are of interest for aneutronic nuclear fusion (low neutron radiation hazards).[5]




| | | | |
|---|---|---|---|
| $^{1}H + 2\ ^{6}Li \rightarrow$ | $^{4}He + (^{3}He + ^{6}Li) \rightarrow 3\ ^{4}He + ^{1}H$ | + 20.9 MeV | ( 153 TJ/kg ≈ 42 GWh/kg) |
| $^{1}H + ^{7}Li \rightarrow$ | $2\ ^{4}He$ | + 17.2 MeV | ( 204 TJ/kg ≈ 56 GWh/kg) |
| $^{1}H + ^{9}Be \rightarrow$ | $^{4}He + ^{6}Li$ | + 2.1 MeV | ( 22 TJ/kg ≈ 6 GWh/kg) |
| $^{3}He + ^{3}He \rightarrow$ | $^{4}He + 2\ ^{1}H$ | + 12.9 MeV | ( 205 TJ/kg ≈ 57 GWh/kg) |
| $^{1}H + ^{11}B \rightarrow$ | $3\ ^{4}He$ | + 8.7 MeV | ( 66 TJ/kg ≈ 18 GWh/kg) |

Aneutronic Fusion is clean and safe, only a minimum of radiation shielding is required. Most of the energy produced by aneutronic fusion is in the form of charged particles instead of neutrons, which can be converted directly into electricity by making them work against electric/magnetic fields that can potentially exceed 90% efficiency.[13]

**Hydrogen Boron Fusion (p-B11):**

p + $^{11}B \rightarrow 3\alpha$ + 8.68MeV = $^{4}He$ (3.76 MeV) + $^{4}He$ (2.46 MeV) + $^{4}He$ (2.46 MeV)

1 eV(electron-volt) = 1.60218*E-19* Joules

p-B11 mass: 6protons + 6neutrons = 6* 1.67262*E-27* + 6* 1.67493*E-27* = 20.0853*E-27* kg

specific energy: (8.68MeV * 1.60218*E-19*)/( 20.0853*E-27*) = 69.2393*E+12* J/kg

charge-to-mass ratio = (6* 1.60218*E-19*)/20.0853*E-27* = 47.86127*E+6* C/kg

$E=\frac{1}{2}mv^2 \rightarrow v=((E/m)*2)^{0.5} \rightarrow v= (69.2393E+12 * 2)^{0.5} \rightarrow v=11.7677E+6$ m/s

with a superconducting electromagnet 30cm bore (15cm of internal radius)

r=mv/qB → B= (v/r)/(q/m) →

B=(11.7677*E+6*/0.15)/ 47.86127*E+6* → B=1.64 T → ideal **≈ 4 Teslas**

Fuel consumption to produce **200 megawatts** (mass flow controller and ammeter):

**200MW** = 200*E+6* J/s → 200*E+6*/( (8.68MeV*1.60218*E-19*)/(20.0853*E-27*)) = 2.88853*E-6* kg/s ≈ 2.89 milligram/second (2.88853*E-6* /2 = 1.44426*E-6*)

***Multiphase accelerator***: frequency and reactive power for 150 keV:

$E=\frac{1}{2}mv^2 \rightarrow$ (150keV * 1.60218*E-19*)=½( 20.0853*E-27*)$v^2 \rightarrow v=1.54695E+6$ m/s

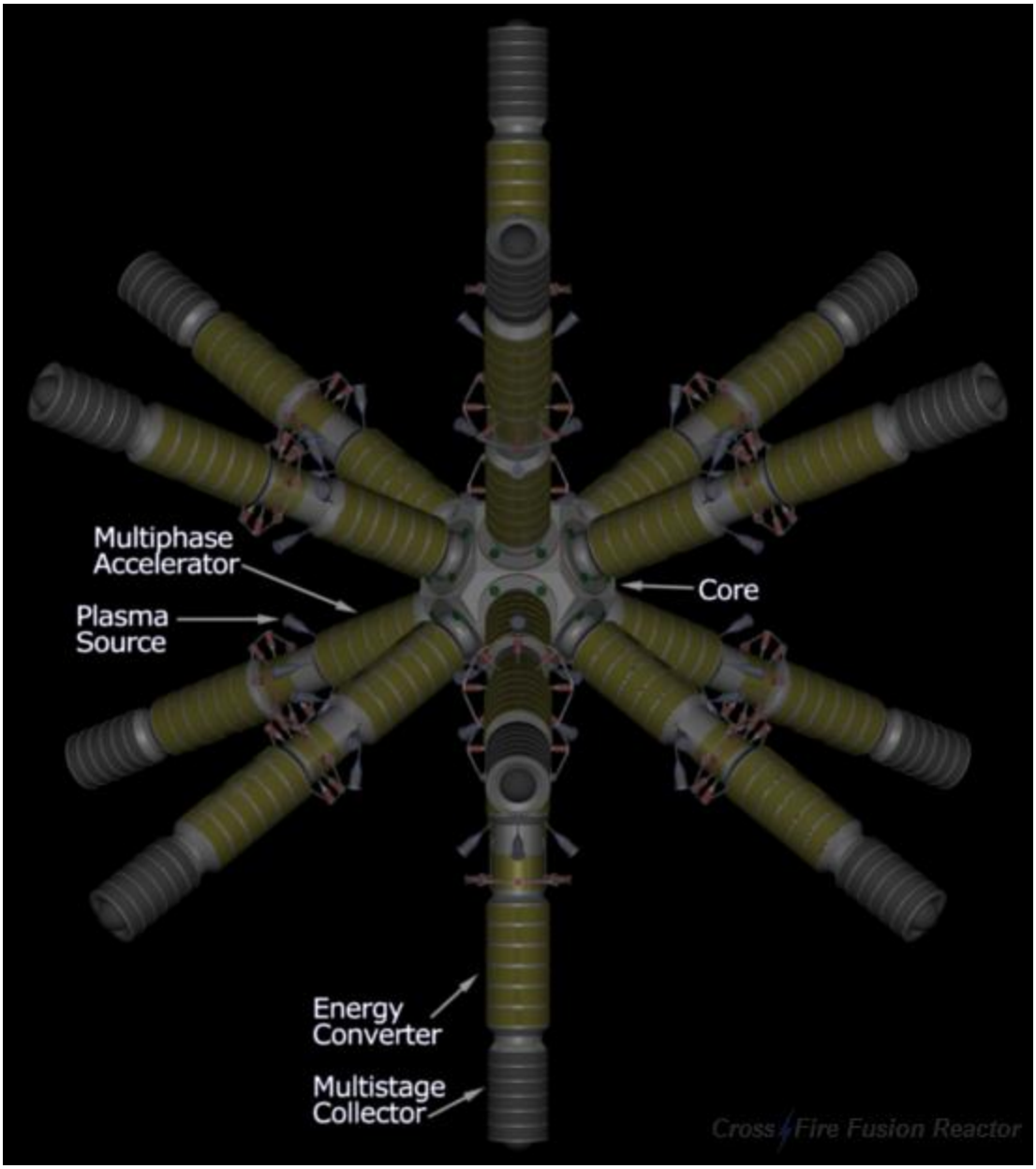
1 m Length: $v_L$=Lf → 1.54695*E+6*=1*f → f = 1.54695*E+6* Hz ≈ 1.55 MHz

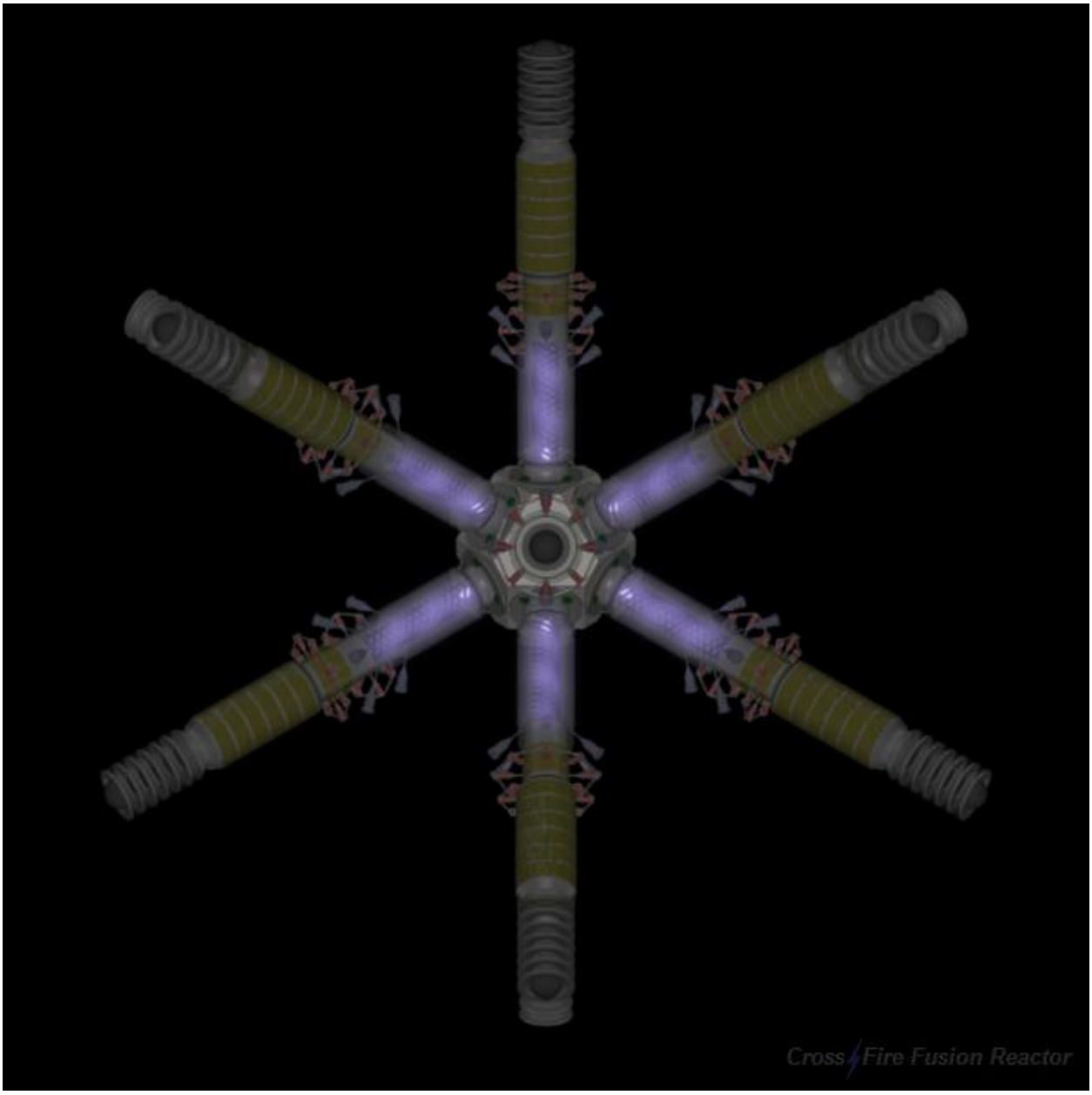
((150keV * 1.60218*E-19*)/( 20.0853*E-27*))*(2.88853*E-6* /2) = 1.72811*E+6* J/s
electrical current for 900$_{VAC}$ : 1.72811*E+6*/900 =1.9201*E+3* A → $I_{AC}$ ≈ 2 kA

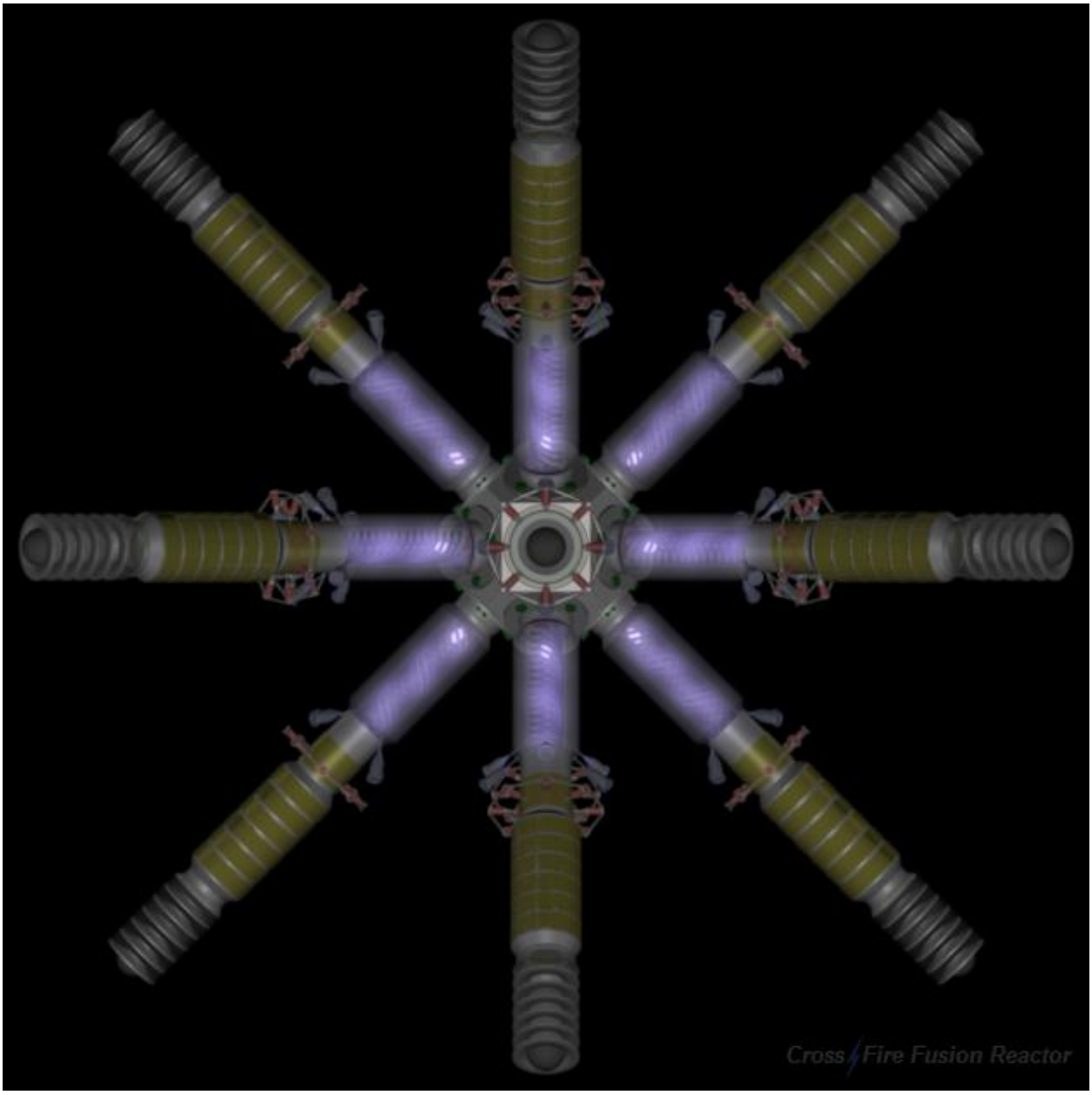
A Van de Graaff ( or Pelletron) generator **20MV**(20*E+6*) to accelerate ions at **150keV**.
E = qV → (E/m)= (q/m)V → (q/m)=(E/m)/V →
(q/m)=( (150keV * 1.60218*E-19*)/(20.0853*E-27*))/20*E+6*=
59.8266*E+3* C/kg ≈ 59.8 μC/μg microcoulomb/microgram (**charge-to-mass ratio**)

Ion source current: 2.88853*E-6* kg/s * 59.8266*E+3* C/kg = 0.1728 C/s ≈ 0.2 Amperes
2.88853*E-6* / ((20.0853*E-27*) = 144*E+18* reactants/second (**144 quintillions**) which is a very high probability of having fusion reactions as well unburned fuels to be further recycled.

The multiphase accelerators are to induce 150keV each one, the electrostatic acceleration is to induce 150keV at each side, totalizing 600keV.
Temperature: 600keV *(11604.505 K -273.15) = 6.79881 billion °C ≈7 billions °C
As previously said the magnetic fields can withstand very high-temperature ion plasma preventing the hot plasma from touching on the inner walls of the reactor's core.


Multiphase
Accelerator
Plasma
Source
Core
Energy
Converter
Multistage
Collector
Cross Fire Fusion Reactor


Cross Fire Fusion Reactor




With superconducting electromagnet **4 Teslas** 30cm bore, multiphase accelerators, electrostatic generator of **20MV**, it is possible to confine and fuse reactants (p-B11) at **600keV** and radially confine the charged byproducts ($^{4}$He) at relatively low energy consumption.
**Aneutronic Fusion - clean and safe, harder to do, but not so difficult after all.**

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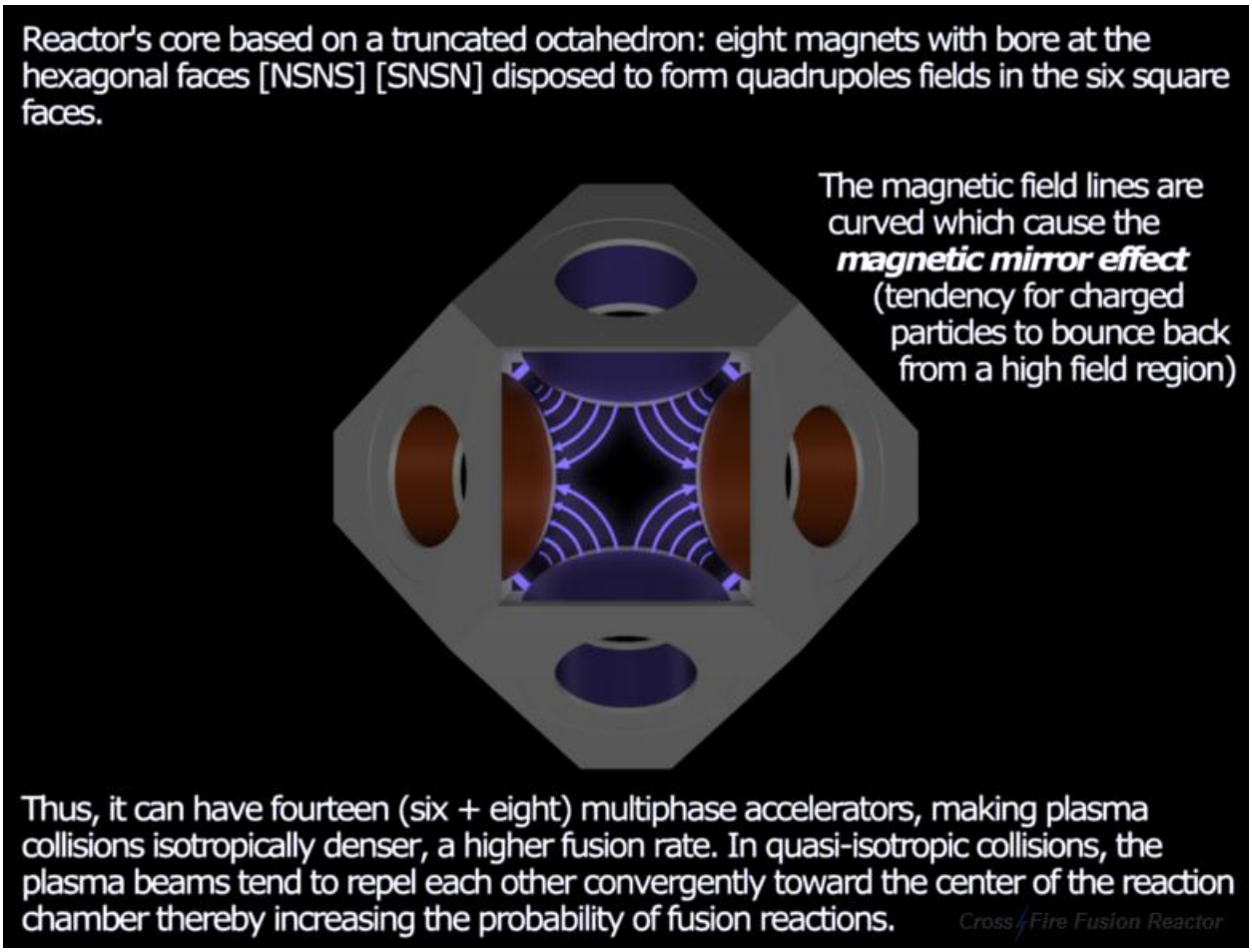
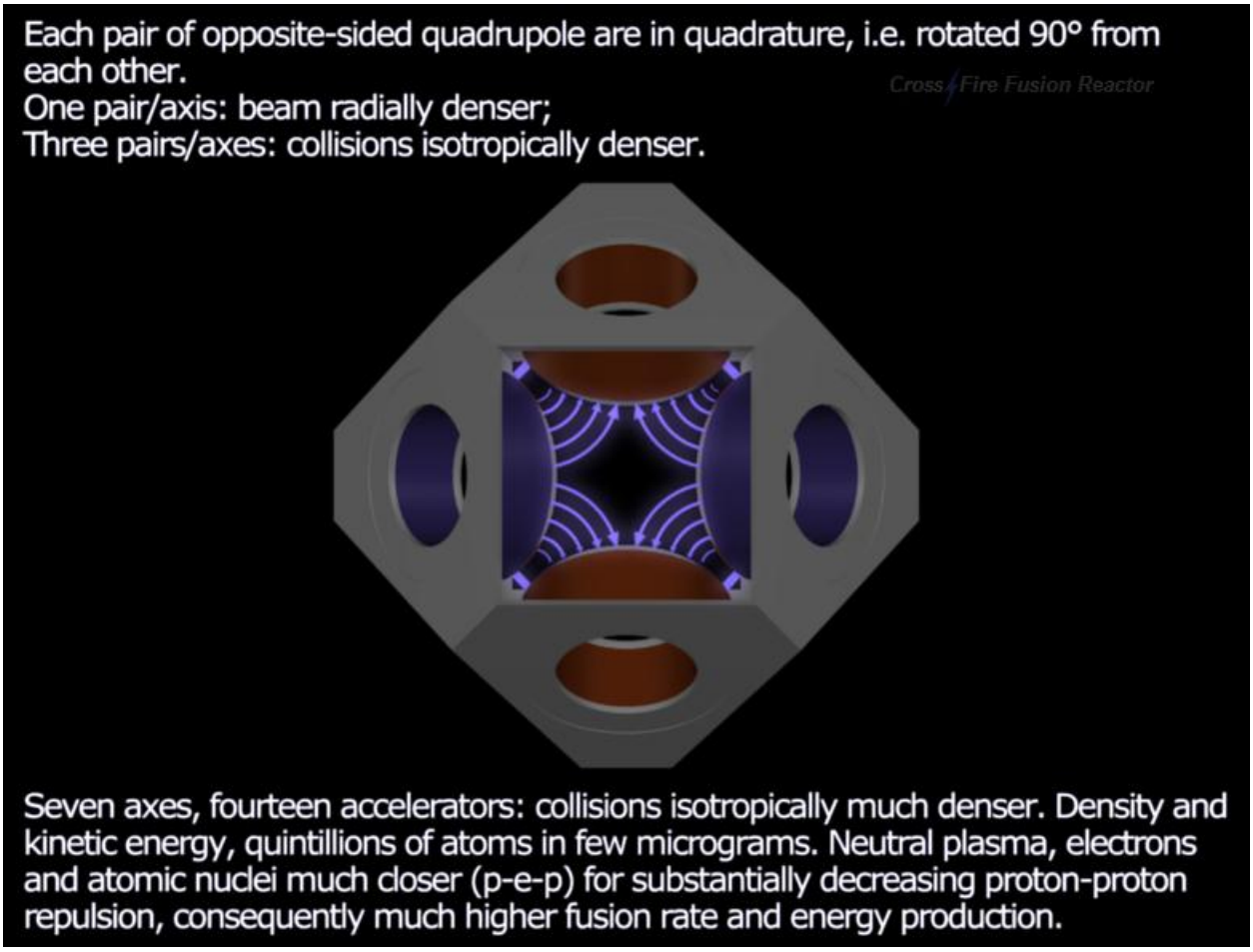
## V. Advanced Embodiment

A *Paradigm Shift* from electrostatic to multiphase acceleration.
The ***advanced embodiment*** is conceptually similar to the *two-pole embodiment*, except that it has fourteen accelerators instead of two, which gives it a quasi-isotropic confinement and injection that make the concept more powerful without the need of electrostatic acceleration.

Following the calculations, the multiphase accelerator alone is energetic enough to achieve fusion ignition. Thus without the electrostatic acceleration, the charge-to-mass ratio can be zero, neutral plasma, no ionic saturation, electrons and atomic nuclei much closer (p-e-p) for substantially decreasing proton-proton repulsion, consequently much higher fusion rate and energy production. In few micrograms of fusion fuel there are trillions and trillions of atomic nuclei, and also free electrons that can decrease the Coulomb repulsion, then fusion reactions are far more likely to take place.





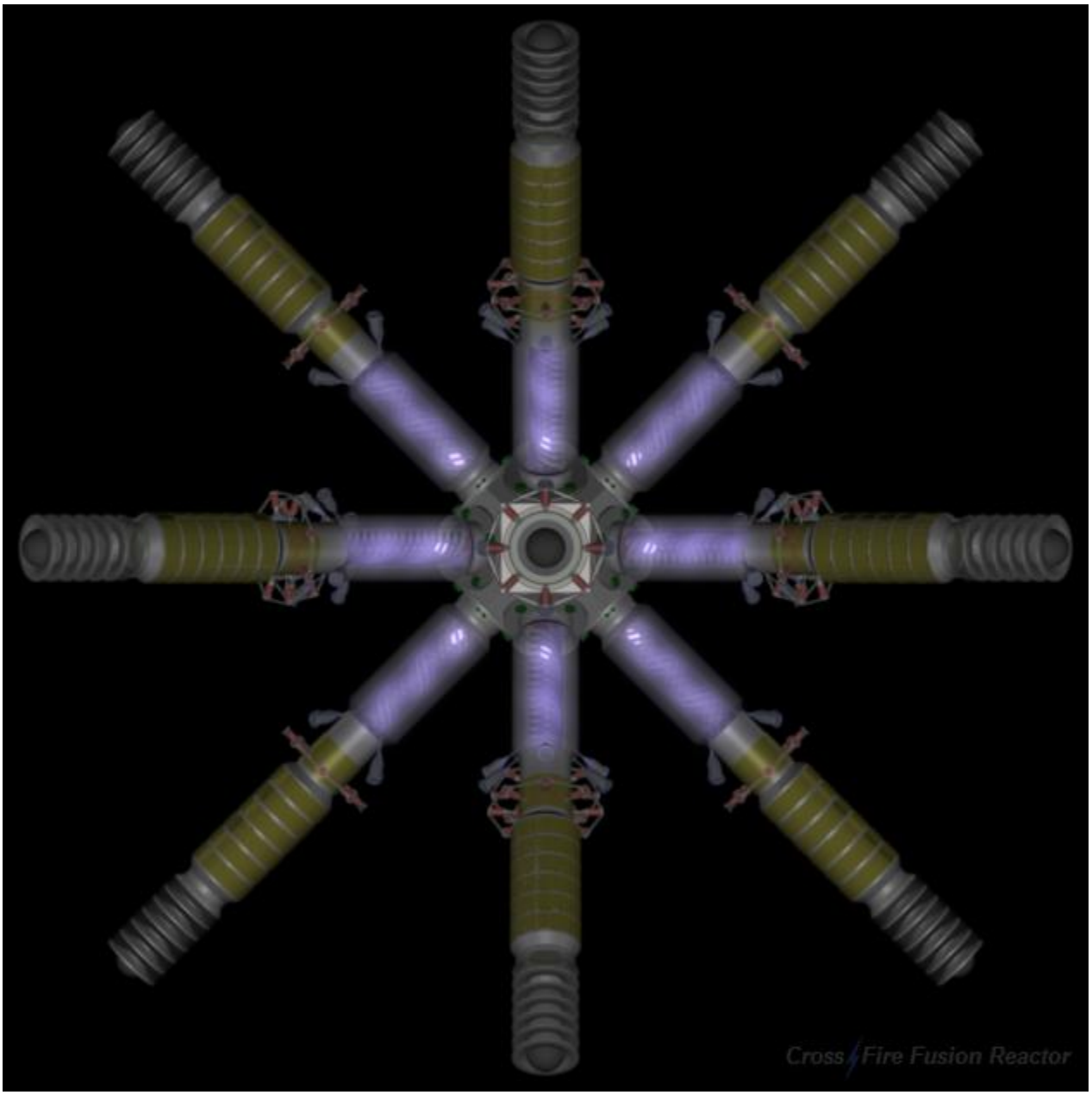

The advanced embodiment is comprised by a set of fourteen energy converters and multiphase accelerators disposed at faces of a truncated octahedron. The truncated octahedron has eight magnets with bore placed at the hexagonal faces [NSNS][SNSN] to form quadrupole fields in the square faces where each pair of opposite-sided quadrupole are in quadrature, i.e. rotated 90° from each other, creating a reaction chamber with fourteen (six + eight) openings for the multiphase accelerators for making plasma collisions isotropically denser for a higher fusion rate. In quasi-isotropic collisions, the plasma beams tend to repel each other convergently toward the center of the reaction chamber thereby increasing the probability of fusion reactions.

The plasma is prevented from touching on the inner walls of the reaction chamber by the magnetic mirror effect(tendency for charged particles to bounce back from a high field region), and the plasma is accelerated and confined isotropically by the moving forces produced by the multiphase accelerators.

The ***Cross Fire Fusion Reactor*** *Concept* does not need enormous amounts of power, which

can make nuclear fusion relatively more energy and cost efficient due to the wise use of multiphase and electrostatic acceleration instead of energy devourers like magnetic compression and lasers putting it much closer to the practicality than any other mainstream fusion reactor in a stable, reliable, predictable and controllable manner for large-scale energy production with no pollution and no radioactive waste, contributing for a pollution-free Earth.

Virtually, it is the most dense and environmentally friendly energy source. It can replace more than 10 billion tons/year of carbon dioxide ($CO_2$) by only 10000 tons/year of non-radioactive, inert, safe and light helium-4 gas, which can ascend above the ozone layer and maybe escape to the outer space and be swept by the solar wind.



The electricity produced by fusion power can be used for electrolysis of water to obtain hydrogen:[29]

$H_2O$ + (286kJ/mole) → $H_2$ + ½$O_2$

This hydrogen can be combined with atmospheric carbon dioxide($CO_2$) to produce methanol($CH_3OH$):[30]

$CO_2 + 3H_2 \rightarrow CH_3OH + H_2$

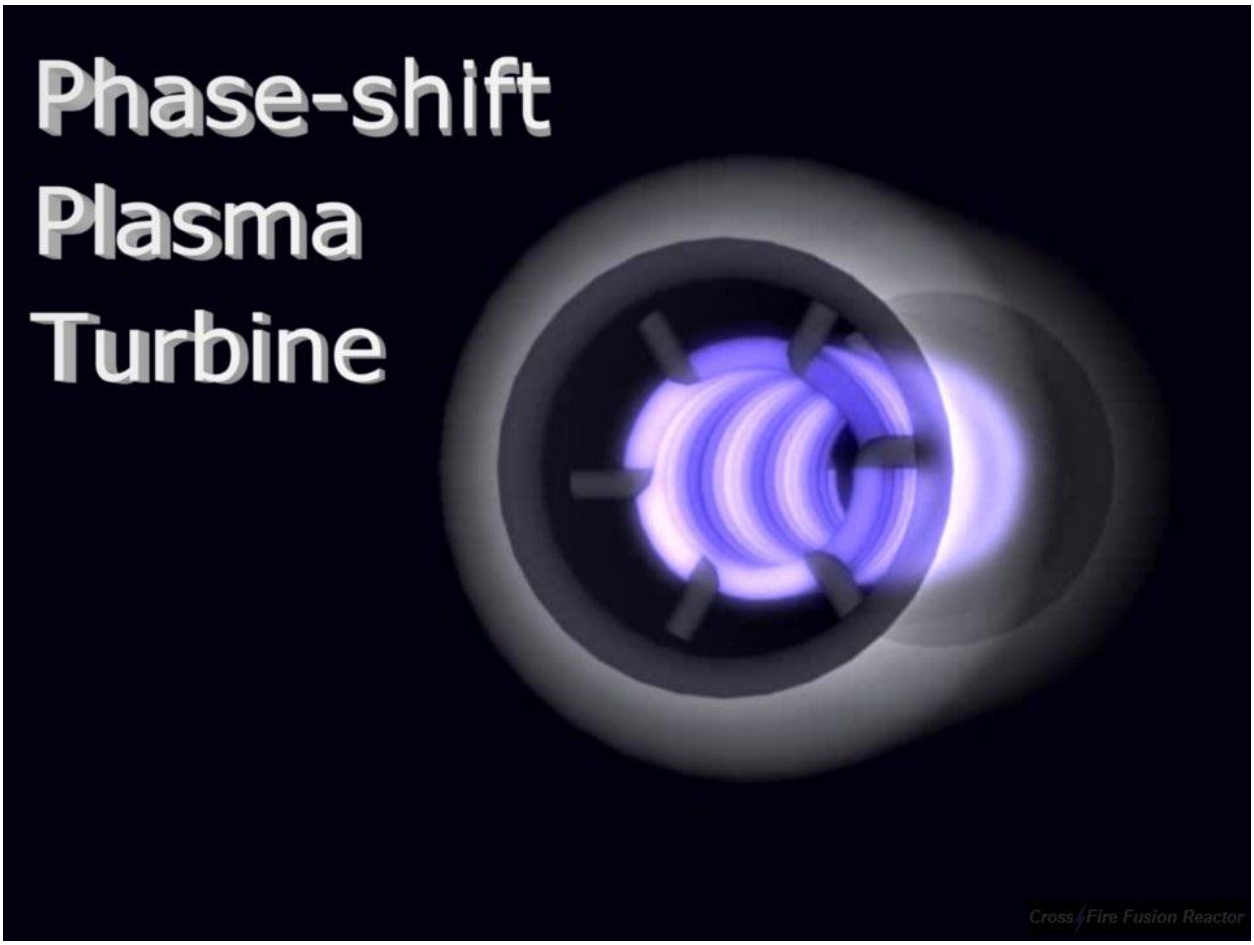
This process can reduce $CO_2$ concentration and increase oxygen in the atmosphere, producing hydrogen for fuel cells and methanol for vehicles; methanol is relatively clean compared to gasoline or diesel which can substantially reduce the worldwide pollution.

Boron-11 is relatively plentiful on Earth's crust, (66 TJ/kg ≈18GWh/kg) no more than 0.1% of neutrons.
Helium-3 is abundant on the Moon's regolith[14][15], (205 TJ/kg ≈57GWh/kg) virtually neutron-free.

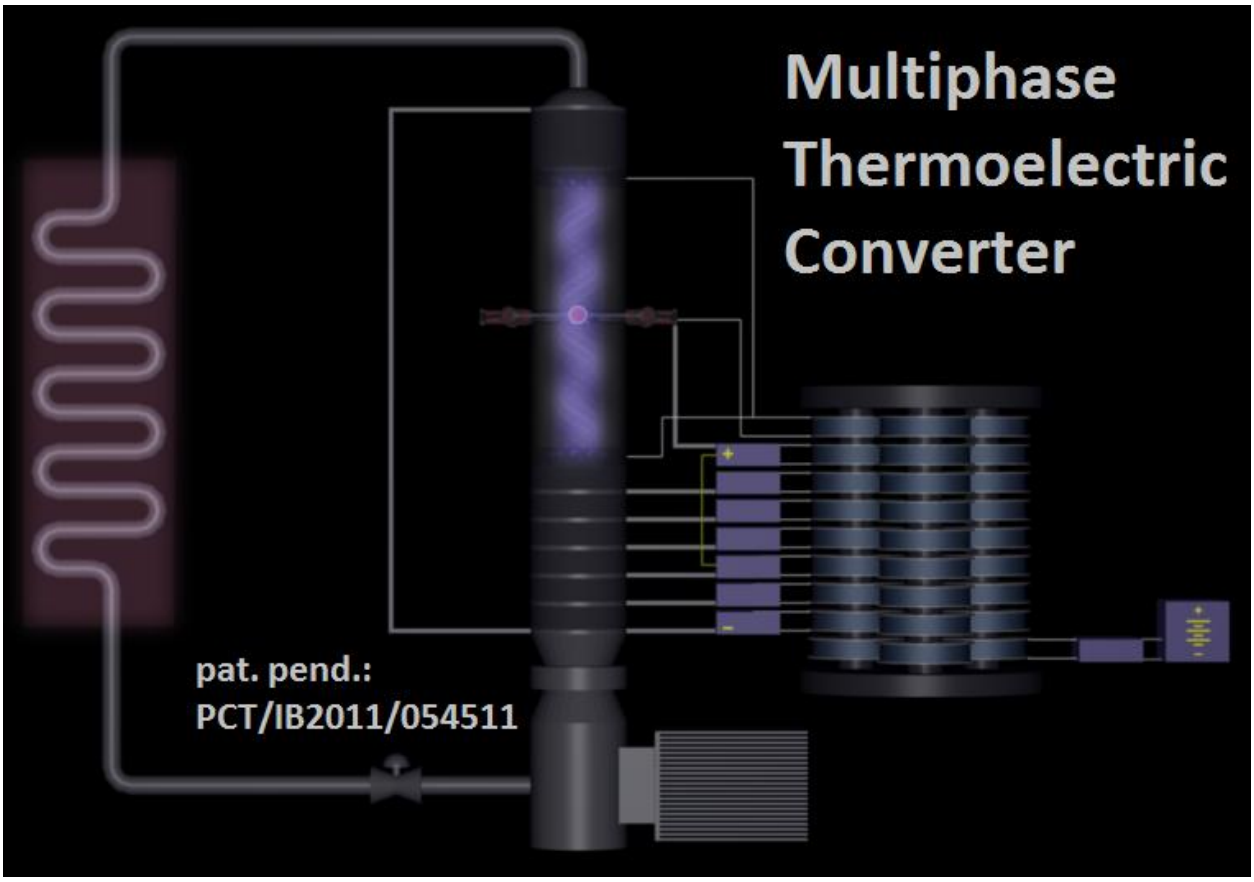
Hereafter, the *Phase-shift Plasma Turbine* powered by the aneutronic fusion reactor, fueled with p-B11, can provide a powerful and safe propulsion means to start a seek for helium-3 in our solar system.

**Take a look at:**

Phase-shift Plasma Turbine


Phase-shift
Plasma
Turbine
Cross Fire Fusion Reactor

Multiphase Thermoelectric Converter

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## VI. Videos

*Please choose **"full-screen high-definition"** for best viewing.*

See also:
Phase Displacement Space Drive - Video
Phase-shifted Electrodynamic Propulsion - Video
Electrodynamic Space Thruster - Video
Aneutronic Fusion Propulsion - Video

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**See also:**

**1 BTU ≈ 1055 Joules**

- OVAL Space Technologies
- Electrostatic Nuclear Accelerator
- Van de Graaff Generator
- Pelletron
- Cockcroft–Walton Generator
- Particle Accelerator
- Electrostatic Induction
- Electron Capture
- Strong Focusing
- Quadrupole Magnet
- Magnetic Force
- Magnetic Pressure
- Radiation Protection
- Nuclear Fission: Basics
- Nuclear Fusion: Basics
- Creating the Conditions for Fusion
- Magnetic Confinement
- Magnetic Bottle 1
- Magnetic Bottle 2
- Nuclear Fusion Power
- Advantages and Need of Fusion
- Directory:Fusion
- The Future of Power Generation: Nuclear Fusion
- Nuclear Fusion Sites
- Fusion Energy Education
- Fusion Education
- Nuclear Fusion Animation
- Proton-proton Chain Reaction
- Triple-alpha Process
- Carbon-nitrogen Cycle
- Magnetic refrigeration
- Dilution refrigerator
- Coupled Oscillations - Applet
- Space colonization
- Fusion Energy Foundation
- Radio Waves - Applet
- HippoCampus.org - Science Tutorials and Physics Help

*All external links in this web site are provided for reference purposes. This web site is not responsible for the content of external internet sites.*

**http://www.crossfirefusion.com/nuclear-fusion-reactor/crossfire-fusion-reactor.html**

AND

Understanding Physics – Free Tutorial Videos – Great Site to learn or refresh your education
http://www.brightstorm.com/science/physics

"Every truth passes through three stage's before it is recognized, in the first it is ridiculed, in the second it is violently opposed in the third it is regarded as self evident". - Arthur Shopenhauer

YouTube Channel: http://www.youtube.com/user/Ecurrie84

A conversation I had with Ed that I thought I'd share:

Me:

Ed, off the top of your head and on a budget, how much would an experiment cost in order to produce the effects of a mercury plasma with added barium and a few others (bought from Lazar's UnitedNuclear ) being rotated at 60.000rpm and supercooled to 250.000 atmospheres?

You might think I'm insane haha but I'm just wondering if it would be possible for us interested to maybe slowly build up some funds for Jeremy to do some experimentation for us! Just a thought, be merciful with me, if you can
~~~~~~~~~~~~~~~~~~

EdF:

First of all, no insult intended I never give the time of day or my money to that lying sob Lazar! As a paid disinformation agent for the PTB, he wrecked and set back the UFO research movement for 20 years. If he just lied and wan't a disinformation agent, he did the same. I still believe everything he said about his involvement was a total lie. I know you were just using his company as an example. You can buy the same stuff he sells at Edmond Scientific or other companies.

The biggest problem is you have to build it BIG in order to get the gravitational warping. Probably 100 to 200 feet in diameter at least.
It took the Secret DoD or Secret Gov at least 30 to 40 years to do it. Either they had a miracle breakthrough or they reversed engineered it.
~~~~~~~~~~~~~~~~~~

In either case it took billions of dollars of Research and Development, hundreds of thousands of man hours, multi millions building facilities, and all this just to get a MFD donut to test the effects. I don't think any one individual in his workshop who has less than a million to gamble and has the right education/experience will ever make a major gravity breakthrough.

And once this happens the government will seize their notes and equipment and if they are trying to get a patent, that will also be seized for National Security Reasons.

Jeremy doesn't have the resources, time or money for sure. He's still furthering his education in advanced physics. I've been encouraging him in this for two years. I'd like him to get his Doctorate (PhD) degree in Physics.

Then he has to go to work for the 'MAN' or write and get published in mainstream science periodicals, and then he can write a proposal for a grant to experiment on something. And most grants come from the Government, DARPA, DOE, or the DoD. Even the ones that flow from major universities. You see how the process stifles individual scientific research.

At first I thought, this is just another airplane lights being called a Flying Triangle. But if you stay with it, a couple of times you can see it is a triangle vehicle. Ed

**Got Flying Triangle? - Canmore, AB. Aug 5, 2011**

## Triangle UFO - Canmore, AB. Aug 5, 2011

**http://www.youtube.com/watch?v=_MhBS6Ik_UM**

No noise. Spotted from my patio here in Canmore. You be the judge. What is it? It's obviously a V shape and the comparison to the "regular" airplane is completely different. Sorry about the camera shake. This craft was almost directly above my tripod and filming it while mounted was near impossible. I didn't want it to "disappear" before I had a chance to film it. What you see is what you get. I managed to snap a few photographs of the craft as well. I will post them up on Flickr or something and throw the URL up here in the comments.

And another sighting picture.

http://ufocasebook.com/2011/utah020611.html

**BLACK TRIANGLE UFO CROSSES LUNAR SURFACE JAN 2011**

Now this could be fake, don't know. But the shadow is behind the triangle and as it passes in front of center-point, the shadow moves behind which would be correct. Ed

## BLACK TRIANGLE UFO CROSSES LUNAR SURFACE JAN 2011

## http://www.youtube.com/watch?v=pz_aRFtGbeQ

Could this possibly be proof of The TR-3B By NASAs own cameras take a look this is a must filmed in October 17 2010 by NASA

## Triangular UFO Capture - NASA TV. 17 Oct. 2010.

## http://www.youtube.com/watch?v=xfx_gEjrSG8

"This indeed looks just like Eds drawing of the TR-3B." Bigpappy

This one looks real to me.

## UFOs / OVNIs UK - September 2011

## http://www.youtube.com/watch?v=OfHBC_ovmes

Chris, I clearly see the three lights in a triangle pattern, but I'm not sure what it is. Odd though. Ed

**Reposted from previous forum. Ed**

All I can say about the topic is on Alienscientist.com mostly under the Area 51 Tab. We've discussed the science and mechanics of gravity devices and flying triangles a lot. His videos on gravity and other subjects are on his site also. Don't expect any secrets to be revealed on OMS by me directly.

I've said many times we have flying triangles. I doubt it's been called anything like TR-?? since it went operational many years ago. It does not make any sense to me that there are any alien triangles. The Aliens don't need anything that shape because they already have antigravity or something better.

I apologize if anyone thinks my flippant rants, raves, sarcasm, and musings are directed at any of the members. They are not.
If I were a fraud, I would continually add more and more information and my story would evolve into 'the big picture.' I would address every question like I knew it, was involved in it, and had all the answers. I don't, was not, and only have some answers. I find the story of Lazar. Lear, Salter, Burnish and many others, incredulous at the least. They have their own followers and naysayers and have created the 'never ending story.' Grand bull-crapters and their tall tales.

If you want to know about the science of the possible, or new emerging science, go to a science web site and start reading. I'm biased towards Alienscientist.com because I've worked with him off and on for years. I am also friends with Marrs, Puthoff, Frank Znidarsic, Bigpappy, Nighthawk, and others. We don't talk aliens or UFOs, but science and technology.
Ed Fouche

**The TR-3B Platform**

The pictures of the TR-3B done by a 3D artist does not show the details of the exhaust/intake vents which have dual uses.
With the MDF, which alters gravity, you reduce the gravity-inertia-weight by 89%.

How are they faced the wrong way? They are vectored thrusters as I understand it.

I once read about a flying triangle coming out of the ocean, but I have no first or second hand information of the flying triangle being used for underwater operations.

The PRIMARY purpose of the TR-3B was as a:
1. Flying platform for surveillance and reconnaissance.
2. An orbital platform like the space station
3. A platform that could act as a planetary station, like a base(s) on the Moon and Mars.

Why would the USAF cancel the SR-71 saying no replacement was needed?
Why would the Space Shuttle be cancelled saying no replacement were needed?
Why has the International Space Station been slow to evolve or advance?

The reason is the US has a flying triangle, a flying platform, that can perform these operations.

Thanks for your input. God Bless, Ed Fouche.

I've written several things in the past (1998) and present about Holographic technology the DoD/DARPA has developed in conjunction with the Nellis Range and Det. 3 facilities, and the flying triangle. When I wrote and also in my presentations from 1998 there was NO public information on this type technology. It was ALL very classified.

I've also stated in the past, when it happened, that I thought the Phoenix Lights were a demonstration of this type technology. Most of my nay-sayers have said since 1998 until the present that this technology does not exist.
EdF

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These academic research papers are works in progress. The views expressed in these papers are those of the authors and do not reflect the official policy or position of the United States Air Force, Department of Defense, or the United States Government.

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Document Id: 900792

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Concept Category / Medium:
DEFENSE / LAND
DEFENSE / AIR

---

Concept Title: Holographic CCD

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Description: Holographic CCD is the use of realistic, multi-dimensional holograms in camouflage, concealment, and deception efforts. Projected holograms could be used to replicate false targets, 'hide' valuable assets, create illusions of SAM launches or AAA fire, and more, all designed to protect our assets from enemy offensive counter air operations.

---

Advantages: HCCD would provide a more realistic, multi-dimensional projection that 'moves.' SAM launches, AAA fire, friendly air defense aircraft flying, and weapons explosions are but a few of the action-based events capable of being produced by HCCD. The effects of these projections would at least confuse enemy strike aircraft and at best force them into defensive actions. HCCD would also be more flexible in that multiple holographic programs could be stored and ready for projection on a moments notice when the situation called for that specific program.

---

Countermeasures: Holograms are created by projected light sources and as such are susceptible interruption (i.e. smoke). HCCD might also be detected through the use of light-sensitive devices similar to night vision goggles, but the fact that an enemy has to take the time and effort to identify an HCCD as a real or fake threat makes it effective. Since the HCCD projections are produced from some light generating source, the targeting of its power source would potentially disable it.

---

Commercial Applications: Here's one--how about creating holographic police cars or police helicopters along side the highway to act as a deterence to would-be speeders (assuming there is some speed limit still around). Maybe a holographic watch dog that gets really mean when motion is detected in the backyard or warehouse. Combining motion detectors, home computers, and inexpensive holographic projection equipment would make a pretty neat home security system.

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Keywords: ANTIAIRCRAFT DEFENSE SYSTEMS
http://csat.au.af.mil/2025/concepts/900792.HTM

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Air University – Air War College
http://www.au.af.mil/au/awc/awchome.htm

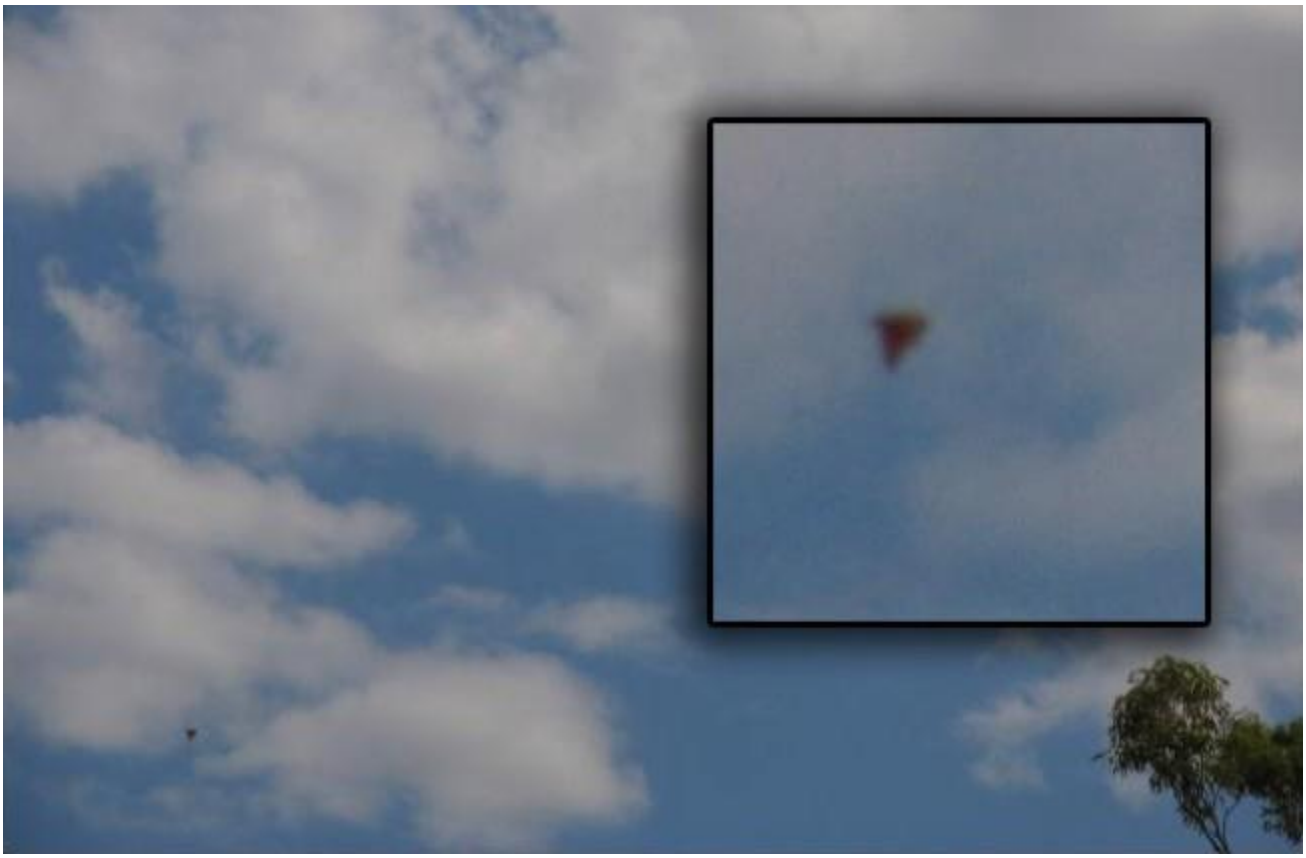
Technology Abstract
http://www.au.af.mil/au/awc/csat/202...ts/0ta_ndx.htm

Concept Paper
http://www.au.af.mil/au/awc/csat/202...pts/0index.htm

Read more: http://lucianarchy.proboards.com/ind...#ixzz1aGdFSUbL

This is clearly a Flying Triangle. Not just lights or out of focus pictures you see all over the net. EdF

**Are flying US triangles spying on us**
DAVID WOOD | January 3rd, 2011



This photo, taken by expert UFOlogist Allan Ferguson from Acacia Hills, shows a mysterious triangle-shaped flying object (inset)
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THE US Defense Department has refused to reveal whether it has been sending secret anti-gravity planes to spy on Territorians.
There have been reported sightings of triangle-shaped craft from across Australia recently, including at Coconut Grove in Darwin, as well as near Melbourne Airport and at Rockingham in Western Australia.

Two nights before Christmas, a Coconut Grove man named Brian said he was having a beer and a smoke outside his unit at about 9.30pm when he saw a large, black flying triangle with lights on the side.

"I look up YouTube sometimes, and under Area 51 aero planes there is a triangle one... it was much like that," he said.

Acacia Hills UFOlogist Alan Ferguson thinks he may have photographic proof of the planes, having captured a triangle-shaped object in July 2008.

"I only noticed the flashes in the sky so randomly took pictures of a sky without seeing any craft, but after downloading the pics this was the outcome," he said.
"The craft was only caught in the one frame, suggesting it's going very fast. "

He said there had been sightings over the last few years in Brazil, Germany, the US and the UK.
Alan Ferguson's webpage

The NT News emailed the US Defense Department asking if they had been sending planes on missions to the Northern Territory and if so, whether such actions should be taken as hostile.

We also asked to interview Secretary of Defense Robert M. Gates. There was no response.

The level-headed, herbal tea-drinking UFO commentarian who occupy a not-so-secret chunk of cyberspace point to the so-called TR-3B triangle craft, which has "gravity disruption" capabilities and can be powered by either "electro-kinetic" drives or nuclear power.

Peter McVean of Palmerston, who saw four evenly spaced noiseless lights in the sky while fishing off East Point pontoon on Boxing Day night, said the Coconut Grove sighting had the hallmarks of the "US military's worst-kept secrets" black aircraft production.

Mr Ferguson said there were more reports of triangle craft than the traditional disc UFOs.

Wow.

It really makes you wonder, how far out could they've gone? How fast can this thing travel in space?

Could the tech have been perfected to cancel out 100% of the gravitational force, and what would this mean?

Ah so many questions.

The more you learn the more qeustions you have

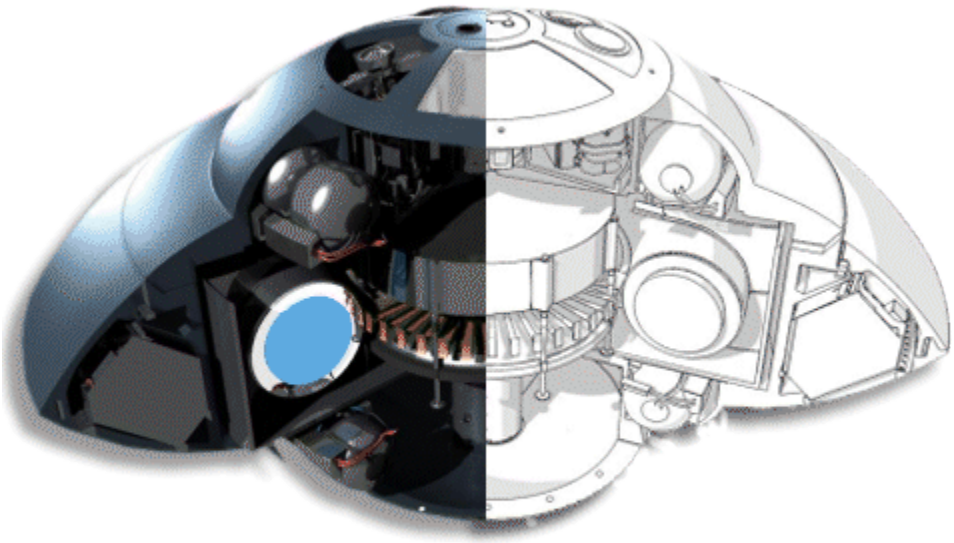
Thanks Dr. Fouche.

Wow.

It really makes you wonder, how far out could they've gone? How fast can this thing travel in space?

Could the tech have been perfected to cancel out 100% of the gravitational force, and what would this mean?

I've heard persistent rumors from DoD scientists that they achieved 100 gravity drive in the early to mid 90s.  How fast? Like nothing else unless it's an improved space platform. Ed



1G UNMANNED PROTOTYPE

1G Manned Prototype

http://www.gctspace.com/craft/1g/index.html

Propulsion System Assembly

http://www.gctspace.com/craft/1g/ps.html

**New UFO Evidence and Fact - A comparison of truth vs disinformation**

## MUST WATCH, please. Ed

### New UFO Evidence and Fact - A comparison of truth vs disinformation

http://www.youtube.com/watch?v=z3L3rc6ZJx8

There are these ney-sayers commenting on footage that is being posted and is unquestionably showing unidentifiable craft in their origin and in configuration. Of late we have been seeing craft that can morph into different configurations, in the air and on the fly, a standard "Fixed Wing" aircraft would have no reason to perform such feats and there would be no practical use for it in a standard small plane nor even in a large commercial jet liner. For that matter it would not even be practical for a helocopter to do this.

So this is my response to the ney-sayers in my attempt to help them use real fact exploration and verify what they are saying BEFORE they just spew garbage. Honestly I think they are either afraid of the truth or are getting some kind of paycheck for their disinformation efforts.

Either way, the facts speak for themselves.

A special note to the ney-sayers, if you can prove these lights are simply aricraft (indisputably) I will be happy to feature your footage right here along side mine.

Some random thoughts concerning the TR3B and a giant leap of faith
Concerning the TR3B I don't know, here is a craft driven by the most fantastic technology, and yet what is it doing, what's it's mission, what's it's payload it's been around for about 25 years, and yet not a word has been mentioned of it's technology in any Aviation journal worthy of note, and there are more than 200 of them. Do we have a single word written about it in any newspaper of the world worthy of note, I don't know. But if anyone has any information about it I would be most pleased to see it.
For my part I keep up with all the latest technology in the literature, and on the internet, which concerns new engines systems, radar, and stealth technology and I have never heard a word about the TR3B, outside the utube video's and the internet, but when the U2, and the SR71,where being developed speculation was rife about how the aircraft would look, which power plants it might use, the radar, if new systems where being developed for it. In the eighties, British aviation journalists even managed to get hold of pictures of the secret Russian Backfire bomber flying over the Baltic back, in the late seventies. A British aviation artist even managed to put together a drawing of how then, in late fifties ( no utube, no internet , no mobile phones) the new Atlas ICBM internal structure looked, which was top secret. He even described how the Atlas had no fuel tanks as such but how the thin outer wall of the vehicle was actually the outer wall of the tank and pressurized to give it rigidity enabling the skin to be quite thin, thus saving weight. When asked how he could do this he pointed out that most of the technology was in the public domain, and some intuitive thinking did the rest. What happened to all those journalists desperate for the biggest scoop ever. If any Journal might know, then it must be Jane's Defense Weekly, the premium source for new aerospace technologies anywhere, might have something, but recent editions don't mention it, as far as I have read. Air enthusiast got it all wrong back in the late seventies when Pilot Pres publish an illustration of the Lockheed F19A, which has never been photographed. The Northop Boeing concept for a long range flying Wing was off the mark, but the engines where in the right place, and it eventually turned up as the Northrop B2. A Boeing proposal with a delta wing and Vee tail came to nothing, perhaps it was just disinfo, who knows. Perhaps the TR3B, is just US govenment disinfo, ala, Lockheed F19A, cunningly designed to distract the masses from the real technology.
History will tell. The truth is that the US government are still pouring many millions of dollars into development of advanced technology jet engines with Rolls Royce, GE. and Pratt and Witney. I am sure the British don't mind if the the US keeps buying technology they don't need, but it seems a waste of time and money when you already have the TR3B, or what? But then it could be another expensive cover up by the US, but for my money they are not as stupid as one might think. The quantum leap from jet power, (just rotation fans with a few hydrocarbons thrown in to keep things going when all said and done) to back engineered alien technology seem's to me just too big a leap of faith.

George May

P.S. I have not been paid for this article by any government, it is all may own work,
factual, and I can provide all the references if required, all I might add in the public domain. Note also the video and text accomanying it above frequently uses Ad Hominem argument, " spewing garbage", "why are these people against us" are they so afraid they want to just discredit it", "they are being paid

to do it", "people who just want attention" "spread nonsense and utube is the only life they got" and there is a lot of disinformation out there" and then he states "I'm pretty sure the evidence speaks for it'self, obviously not if you need all that Ad Hominem argument. Note there is no reference to the source he (video guy) is talking about, he is only presenting his side of the argument. Who made the video?

George, the TR-3B is supposedly used as an aerospace platform much like the ISS. It is said it is used also to place ferret satellites into orbit and take spare parts etc to the ISS or other secret space stations they may have! Also it would be used for reconnaissance.

At first Ed thought the TR in TR-3B was Tactical Reconnaissance but now thinks it is for Teledyne Ryan.

Ed will be better at telling you why he has come to these conclusions.

As for why we would still be using inferrior technology though and not the advanced MFD is probably because it will change the world in many ways, one is safer and easier ways of doing things is another.

I know your just gonna say speculation is not proof and you will be right but I completely 100% believe that the military industrial complex works very hard to invent/produce things ie breakthroughs in technology just so they can patent it and scrap it, or at the very least keep it locked up for a very long time!

"Every truth passes through three stage's before it is recognized, in the first it is ridiculed, in the second it is violently opposed in the third it is regarded as self evident". - Arthur Shopenhauer

YouTube Channel: http://www.youtube.com/user/Ecurrie84

not millions>>> billions of dollars! Black projects are called black for a reason. you won't see them in aviation weekly or any other sources and this level of technology is so dangerous that only an act of God would ever reveal it.

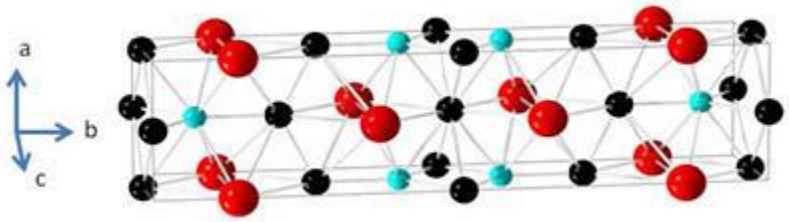
here the TR-3B is being blamed for a mid air crash in Germany. apparently the TR-3B has a cloak. I dont see it my self. LOL!

## MUST SEE: TRIANGLE UFOs WAR FORMATION OVER RAMSTEIN AIRCRASH - OMEGA ZERO

http://www.youtube.com/watch?v=URGCw2wluJw

# New Class of Unconventional Superconductors

*July 3, 2012* — Researchers at the Rutherford Appleton Laboratory and at the universities of Kent, Bristol and Huddersfield, in England, have discovered a new class of very exotic unconventional superconductors.

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**Reference**

Electrical conduction
Electron
List of phases of matter
Lewis structure in chemistry

Superconductivity is one of the most fascinating phenomena known to humankind. When a superconductor is cooled below its 'critical temperature', the fluid of electrons,

which is responsible for the conduction of electricity through the material, undergoes a radical re-organization. The electrons form 'Cooper pairs' and these Cooper pairs condense into a single, collective quantum state, which means they all behave as a single entity. This allows the manifestation of quantum-mechanical effects, which are normally confined to the world of sub-microscopic particles, on a scale that is visible to the naked eye.

Much recent research on superconductivity has focused on the internal structure of these Cooper pairs. While in conventional superconductors (and also in some high-temperature superconductors) the electrons in a Cooper pair have their intrinsic 'spins' pointing in opposite directions, so that the total spin of the Cooper pair is zero, in other, more exotic 'triplet' superconductors the electronic spins line up, so the Cooper pair has some intrinsic spin of its own. Such is the case, for example, of the strontium ruthernate $Sr_2RuO_4$, which is the paradigmatic example of a triplet superconductor. However, whereas in Strontium Ruthenate the Cooper pair spins are randomly-oriented, so that there is no net spin of the condensate of Cooper pairs in this material, in other, even more exotic 'non-unitary' triplet superconductors the spins of the Cooper pairs point in a particular direction. This comes about because the electrons whose spins point in that direction are more likely to form a pair than other electrons.

Until very recently, however, all known non-unitary triplet superconductors where so for a fairly simple reason, the materials were ferromagnetic, meaning that they were naturally magnetized and therefore even before the onset of superconductivity the spins of their electrons, which act as tiny bar magnets, were already aligned in a given direction. This changed in 2009 when three of the present authors reported measurements and theoretical analysis suggesting that the superconductor $LaNiC_2$ was a non-unitary triplet superconductor [A. D. Hillier, J. Quintanilla and R. Cywinski, Phys. Rev. Lett. 102, 117007 (2009)]. This was surprising because $LaNiC_2$ is not ferromagnetic, meaning that there had to be some as yet unknown mechanism whereby the electrons that paired up in Cooper pairs did so with their spins aligned in a particular direction. How did they chose this direction? Did the unusual crystal structure of this material, which unlike most crystal lattices is not symmetric under inversion, have something to do with it?

Now the present team has produced evidence of another material having this exotic property, namely $LaNiGa_2$. Like in the previous case, the measurements were carried out using the muon spin rotation technique at the ISIS Facility, Rutherford Appleton Laboratory. In this technique, a powerful particle accelerator is used to bombard a sheet of graphite with a proton beam, producing muons, a subatomic particle that is then implanted in the material to be studied. After a few microseconds, the muon disintegrates, emitting a positron that is detected by the experimental apparatus. The direction of emission of the positron contains information about the atomic-scale distribution of magnetization inside the material.

Unlike its cousin $LaNiC_2$, the crystal structure of the new superconductor does have symmetry under inversion, but the chemical similarity of the two compounds suggests

that they are two instances of a new family of superconductors that have non-unitary triplet pairing even though they are not ferromagnetic. In this latest publication, the team puts forward a possible explanation, they show, by a very general reasoning based on the fundamental symmetries of nature, that the natural tendencies in these materials to magnetize under the influence of an externally-applied magnetic field, what is called 'paramagnetism', can lead to the development of a magnetization in response to the magnetic moments of the Cooper pairs themselves. In other words, rather than relying on some pre-existing magnetization, the magnetic moments of the Cooper pairs themselves create the magnetism that is required for their magnetization to be energetically favorable -- thus non-unitary triplet pairing can lift itself by its bootstraps. This would be a superconducting analogue of the way magnetism develops in ferromagnetic metals. A confirmation of this scenario would be quite spectacular, as it is a new form of magnetism that is generated by superconductivity.

The discovery of a new family of unconventional superconductors is a rare event. The challenge now is to reach a microscopic understanding of how this highly-exotic pairing structure comes about. There will also be a race to find more examples of this family as well as more experimental evidence, obtained with other techniques, of this unusual phenomenon.

http://www.sciencedaily.com/releases/2012/07/120703161532.htm

Ed I live probally 25 or 30 miles near Wright Patterson AFB, I live in the country and almost sunset one summer around in the 1990s saw a white jet flying low with something like a triangle on top, kind of like how the space shuttle was carried but this wasnt huge Id say the plane was flying 200 or 300 feet up, but I had never seen a plane carrying something on top, in the military i flew on Air Force mac flights so i thought why carry something on top but maybe it was larger than I thought. Ive never seen anything like it I ran to find the camera but couldn't find it and by the time I was outside it was on the horizen, I didnt notice any markings on the jet, in the Navy I saw the planes with radar dishes on top but this was either a new type or it was transporting something to WPAFB. would they have smaller versions or was this some kind of drone, it was a mystery to me.

**Exclusive Photo Of UFO - Triangle Over Bristol, TN**

The anomalous object in the sky seen in this photograph moving above a stream of racing fans headed to the track may be an elusive 'black triangle.' The Photographer isn't certain, as it was not perceptible at the time the photo was taken, but analysis of the image shows no signs of tampering and any other explanation escapes us. It does not appear to be any form of lens flare from the bright cars or street lights, and the shot was taken from outside, not behind glass (such as from inside a vehicle or a building where reflection on glass might account for the object).

"The antenna you see in the foreground is a telephone guy wire. I was standing on a hill over looking

traffic. The camera used is a Nikon d90 with a 85mm f1.8 Nikon lens. I often shoot in b/w at night to avoid orange and bluish tint that one gets when dealing with mercury vapor, sodium and incandescent lights.Digital cameras sometimes have a hard time dealing with color temperatures especially with mixed light sources. The date the photo was taken was on Thursday, August 23, 2012 at 8:56 pm. The location was around the 1100 block on Volunteer Parkway Bristol, Tennessee about 5 miles North from Bristol motor speedway." - Rick

Below, contrast enhanced and enlarged by Rense.com

Now this looks interesting. To me it looks like a military spy plane and advanced version of the TR-38. Looks like a fin is showing. Seems to be testing out it's stealthiness. Lots of bright lights, no one paying much attention while it glides around.....hmmmm...Makes you wonder.

Isn't that what they want you to believe? That it's a spy plane, that they have full control?

Why does their spy plane need light?

http://www.alienscientist.com/forum/showthread.php?85-TR-3B-Flying-Triangles-MFD-Information

# TR-3B Black Triangle

March 05, 2005

Some believe the above photo shows a top secret U.S. Air Force vehicle - The TR-3B Black Triangle - performing maneuvers over Belgium. According to rumors, the TR-3B uses an advanced gravity-

defying propulsion system partially derived from reverse-engineered alien technology. The outer coating of the TR-3B is reactive to electrical stimulation and can change color, reflectivity, and radar absorptiveness, allowing the TR-3B to 'disguise' itself as a small aircraft.
In the center of the the TR-3B is a circular, plasma-filled accelerator ring called the Magnetic Field Disruptor (MFD). The MFD rotates at 60,000 rpm, generating 250,000 atmospheres and neutralizing the effects of gravity by 89 percent. This makes the TR-3B extremely light and maneuverable. See more photos and get additional info **here**(1).

1. http://seekers.100megs6.com/UFOManTR-3B.htm

# Invisibility Breakthrough?

Cloaking may not be just for Romulans anymore. A new theoretical development appears to be paving the way for invisibility technology that was formerly in the domain of science-fiction. The concept, proposed by two scientists at the Univ. of Pennsylvania, involves using plasmons, which are odd, wave-like excitations that bounce off the surface of metals. Potentially, the plasmons could be manipulated to cancel out visible light or radiation coming from objects. Read more at LiveScience.com.

# TR-3B Black Triangle

Some believe the above photo shows a top secret U.S. Air Force vehicle - The TR-3B Black Triangle - performing maneuvers over Belgium. According to rumors, the TR-3B uses an advanced gravity-defying propulsion system partially derived from reverse-engineered alien technology. The outer coating of the TR-3B is reactive to electrical stimulation and can change color, reflectivity, and radar absorptiveness, allowing the TR-3B to 'disguise' itself as a small aircraft.In the center of the the TR-3B is a circular, plasma-filled accelerator ring called the Magnetic Field Disruptor (MFD). The MFD rotates at 60,000 rpm, generating 250,000 atmospheres and neutralizing the effects of gravity by 89 percent. This makes the TR-3B extremely light and maneuverable. See more photos and get additional info here.

# 100% Proof The Military Has Alien TR-3B Craft to Travel Into Space.

Sunday, June 19, 2011 4:45

(Before It's News)

A witness in Paris observed a triangular object, lit with a white light at each corner and a red one in the center, passing silently overhead. Shortly thereafter a second triangle appeared, this one brightly lit, and remained visible for a few seconds.

A National Institute of Discovery Science assessment published in 2004 stated that "the United States is currently experiencing a wave of Flying Triangle sightings that may have intensified in the 1990s, especially towards the latter part of the 1990s. The wave continues. The Flying Triangles are being openly deployed over and near population centers, including in the vicinity of major Interstate Highways."

While it went on to say that "neither the agenda nor the origin of the Flying Triangles are currently known," it also pointed out that the eyewitness observations were consistent with the routine and open deployment of an "unacknowledged advanced" aircraft by the Department of Defense--or the open deployment of something not under the control of the US government. It concluded that "in the post 9/11 era...it is certainly conceivable that deployment of low altitude surveillance platforms is routine and open."

The triangles have been observed by witnesses worldwide since the 1950s, which mitigates against their being secret US aircraft. In his article for UFOevidence.org, investigator and scholar Richard Dolan describes a typical early black triangle case: "On a clear fall night in Hastings, Minnesota, multiple witnesses saw a triangular craft approach from the east at a high rate of speed. When it was nearly overhead at about 5,000 feet, it "stopped dead in its tracks. The object had a reddish orange light at each of its corners; these lights sometimes turned greenish. It sat motionless and silent for half a minute, then made a slow 180 degree turn, "leaving a vapor trail." It then sat motionless for a few seconds before it took off at an amazing speed. It stopped dead at a point about 15 miles away from them. It then lifted straight up "at incredible speed" and was gone.

http://beforeitsnews.com/paranormal/2011/06/100-proof-the-military-has-alien-tr-3b-craft-to-travel-into-space-729253.html

## This UFO sighting was caught in Paris, France Video

This UFO Sighting apparently happened in 2009, but exact date is unknown, although that is when the video surfaced.

This UFO sighting was caught in Paris, France and some people believe this is part of the US gov Aurora Project. You decide.

http://www.youtube.com/watch?v=SU0Er8goVLs

The tactical reconnaissance TR-3B's (code-named Astra) first operational flight was in the early 90s. The triangular shaped nuclear powered aerospace platform was developed under the Top Secret, Aurora Program with SDI and black budget monies. At least 3 of the billion dollar plus TR-3Bs were flying by 1994. The Aurora is the most classified aerospace development program in existence. The TR-3B is the most exotic vehicle created by the Aurora Program. It is funded and operationally tasked by the National Reconnaissance Office, the NSA, and the CIA. The TR-3B flying triangle is not fiction and was built with technology available in the mid 80s gathered from Apollo 20 covert missions to the moon to salvage alien technology that NASA found.Not every UFO spotted is one of theirs.

Scott C. Waring wrote novels “Dragons of Asgard” & “UFO Sightings of 2006-2009” at online bookstores, or visit my UFO Video channel at http://www.youtube.com/user/TaiwanSCW?feature=mhum

http://www.ufosightingsdaily.com/2011/01/this-ufo-sighting-was-caught-in-paris.html

# Black Triangle UFO Tr3b Astra Witness Speaks – C2c Radio Linda Moulton-Howe

Saturday, August 11, 2012 6:47

(Before It's News)

THE BLACK TRIANGULAR UFO SEEN EVERYWHERE -

THE TR3B ASTRA WITNESS SPEAKS - L. MOULTON-HOWE

"The TR3B ASTRA craft is made by LOCKHEED in N. America and was responsible for the Belgian UFO wave of the late 80's, when the craft was seen by many, including police.

In this radio show witnesses described a football-field-sized triangular craft they saw while on a hunting trip in Idaho in the year 2000 (see illustration below). They said the vehicle matched an image in the Special Operations Manual, a purported top secret document from 1954, dealing with the recovery of extraterrestrial entities and technology, that Linda showed them. Witness Kris Bales said he was directly under the huge craft which was about 100-200 ft. above him, just silently sitting there. It had a central pulsing red light that was about 90 ft. in diameter. His brother, Marc, who later observed the craft with binoculars, described seeing a small dome-like light on its top."

More here on this nuclear powered black triangular craft seen worldwide and responsible for the BELGIAN UFO WAVE OF

THE LATE 80'S WHEN THEY WERE SEEN BY THOUSANDS, INCLUDING POLICE IN BELGIUM...

MADE BY LOCKHEED IN THE USA =

http://www.alienscientist.com/forum/showthread.php?85-TR-3B-Flying-Triangles-MFD-Information

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http://www.alienvideo.net/0805/alien-abduction-mutilation.php

The Most Disturbing Case of Alien Abduction Ever
---

THE VIDEOS WITH LINDA-MOULTON-HOWE FROM COASTTOCOASTAM RADIO :

PART 1

https://vimeo.com/35731065

PART 2

https://vimeo.com/35732824

PART 3

https://vimeo.com/35737011

.....

MORE VIDEOS AT my disclosetv :

http://www.disclose.tv/medias?user=Butlincat&page=2&filter=most_viewed_today&limit=all&layout=thumbs

http://beforeitsnews.com/strange/2012/08/black-triangle-ufo-tr3b-astra-witness-speaks-c2c-radio-linda-moulton-howe-2442506.html

# The Secret TR-3B Government Spacecraft Capable of Interstellar Travel

Tuesday, November 6, 2012 9:43

(Before It's News)

The Secret TR-3B Government Spacecraft Capable of Interstellar Travel

The TR-3B is a secret government spacecraft that has been flying in our skies since 1994. You can do your own research on this craft, however because it is a classified project you may not find much on this. I have done lots of digging, and I think it is a strong possibility that this craft actually exists. It is indeed powered by an onboard nuclear reactor. It is completely silent and can be seen as a triangular shaped craft that has 4 lights. It has one light on each corner of the triangle along with a light that is in the center. All of these lights can be seen on the underside of the craft. This aircraft also has a code name of Astra. This aircraft has advanced stealth technology that is even far more advanced than the B-2 stealth bomber. It has a polymer skin that allows it also to change it's reflectiveness and even change shapes to the human eye. There are many videos on YouTube that show sightings of this craft. The government of course denies its existance entirely, however there are so many sightings, and scientists that have worked on the

project that have come forward, that it should be considered as fact that it exists by the American public. The only problem is no one does research about it and very few people know that it actually exists. That is why I am writing this article. It is also known that the stealth polymer skin can even change the shape to look like a flying "cylinder". So many people have also documented and recorded crafts of this description flying in the skies of the United States.

Continued below.

Solar System Shift ~ Something Is Happening

Be Afraid America, Very Afraid

Why Obama Won — And What Conservatives Must Do

America Commits Suicide

The One-Hour Meltdown

Catastrophe

Hell In New York Media & Politicians Ignore Chaos, Looting & Deaths

The Lull Before The Civil Unrest

The Katrina Abductions: New Revelations

The Greatest Hoax Of The 21st Century: 2012 Armageddon

Planet X Clearing Seen By Naked Eye

Bigfoot-Like Beast Has Hikers Running Scared In Utah's Provo Canyon

America Won’t Exist With 4 More Years Of Obama - UN Rule Within Two Years

This craft on top of having advanced stealth, can also trick radar equipment into thinking that there are multiple aircraft in other locations to serve as a decoy, and further allow this ship to remain undetected and to setup a very clever diversion. A circular plasma filled accelerator ring called a magnetic field disrupter surrounds the rotatable crew compartment. This technology is

far ahead of any technology previously known by any government on the planet. Was this craft reverse engineered from other crash landed alien ships/technology?

The TR-3B is a high altitude stealth aircraft. It has an indefinite time it can sustain its altitude. Once you get it high up there and going fast, it doesn't take much propulsion to maintain its altitude and trajectory. At the Groom Lake military base there are rumors that there is a new element that acts as a sort of catalyst to the plasma reaction. This causes the vehicles mass to be reduced by exactly 89%. The craft can go at mach 9 speeds both vertically and/or horizontally. The performance the TR-3B is only limited by the stress the human pilots can indure, which is a lot, considering that along with the 89% reduction in mass, the G force is also reduced by 89%.

The start of the creation of this craft can be traced back to the 1940s and 50s. Mostly because of Project Redlight. Project Plato, originally established as part of Project SIGN in 1954 its purpose was to establish diplomatic relations with extra terrestrials. This project was deemed successful when mutually acceptable terms were agreed upon. What those terms exactly were is unclear. However many high ranking individuals in secret government positions have come forward speaking about this. What I am sure of is that these terms involved the exchange of technology from aliens, while we did NOT interfere with alien affairs on this planet. The aliens agreed to provide MAJI with the means and the technology as long as they didn't interfere with the alien's agenda. I am assuming this had to do with the abduction and experimentation on the human population. This project is being continued on a military base in New Mexico.

Project Snowbird established in 1954 was created for the purpose of building a flying saucer type craft for the public. This project was successful when a craft was built and flown in front of the press. This project was used to explain most of the UFO sightings that were occuring in that time. This project was also used to divert the public's attention from Project REDLIGHT. The objective of project REDLIGHT was to fly recovered alien craft, however the project was postponed after the death of many United States Airforce pilots that were killed in trying to operate these crafts. All of these test flights occured in Area 51 (Groom Lake). Some of these test flights also occured at a secret military base code named DREAMLAND. Project REDLIGHT resumed in 1972 when the flights of some of these recovered craft were partially successful and accompanied by black helicopters and f-15 fighter jets.

I have done lots of research on this subject and I am positive that our government is hiding this from us. Many of the UFOs that are seen in our skies are actually reverse engineered alien crafts built by the United States Airforce. Please leave comments on what you know on the subject. I have scoured the internet looking for clues. Any help would be greatly appreciated. It is time we start investigating this ourselves. Main stream media is not the way to the truth. Many people do not keep tabs on our government. I feel that is our right as citizens of the United States. If they don't want to tell us the truth, we have the right to search for the truth ourselves.Source

http://beforeitsnews.com/alternative/2012/11/the-secret-tr-3b-government-spacecraft-capable-of-interstellar-travel-2491468.html

http://beforeitsnews.com/alternative/2012/11/the-secret-tr-3b-government-spacecraft-capable-of-interstellar-travel-2491468.html

# Triangle UFO’s Are Actually US Military New Aircraft TR3-B

Sunday, June 10, 2012 16:18

(Before It's News)

The triangle UFO's that people have been seeing for several decades now is apparently a high tech secret aircraft that the US military has been developing behind black operations. The aircraft is called the TR3-B and is basically a flat wing triangle shaped plane.

http://nutshellurl.com/TriangleUfos

http://beforeitsnews.com/alternative/2012/06/triangle-ufos-are-actually-us-military-new-aircraft-tr3-b-2243479.html

# Edgar Fouche's Military, and DOD contractors reference Documents

Edgar Fouche (middle) in Basic Training - 1967

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# The SAC/DARPA Classified Document

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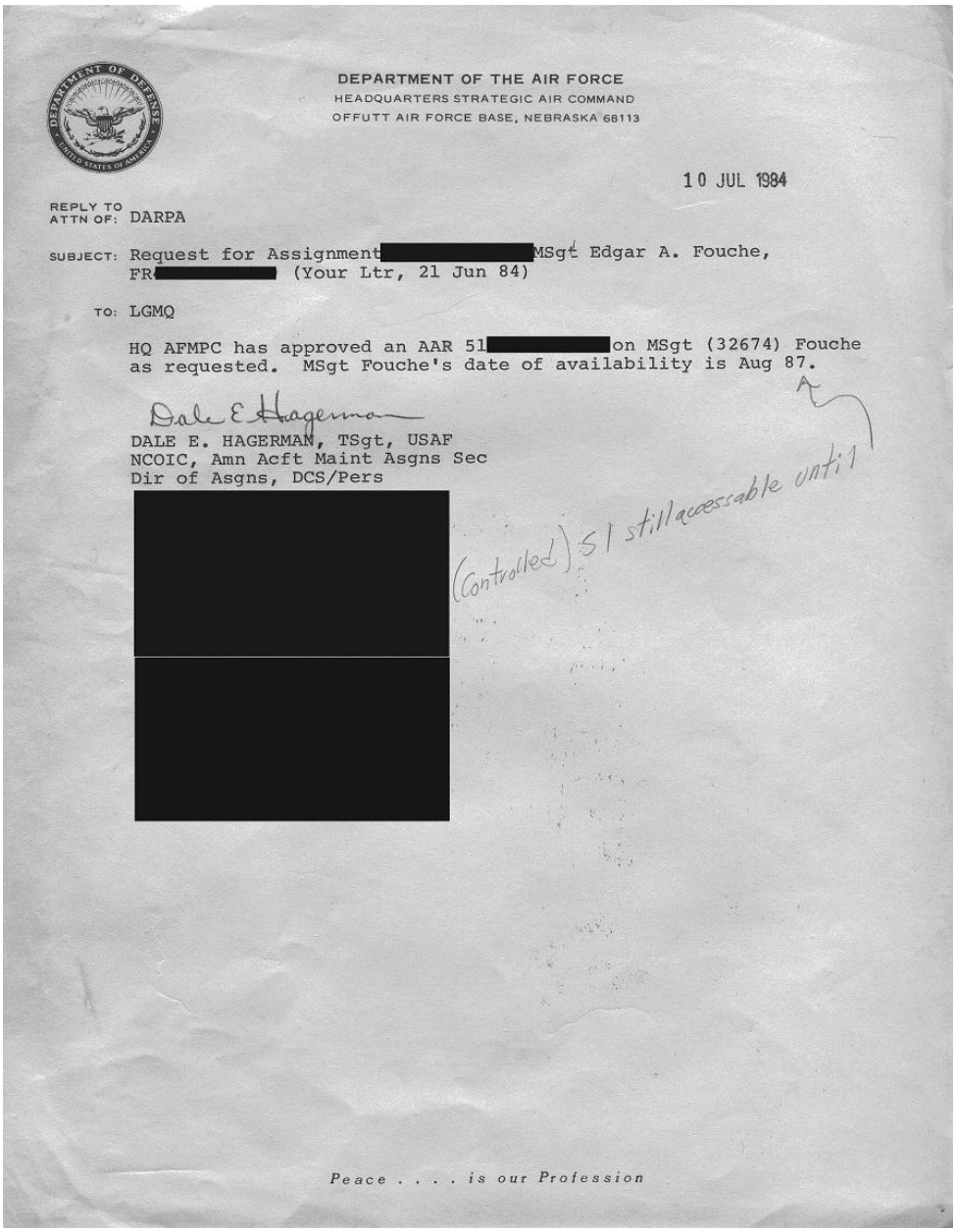
First DARPA (Defense Advanced Research Agency asked that I be available until 1987)
This was in regards to Area 51.
Notice the DoD, Department of Defense seal, and not the USAF or SAC seal.
Since I was assigned to SAC Hq., DARPA's request went to them.
This letter is SAC's (DoD office) response to the request.
The first blackened out part is a classified assignment SCI/:SAP code
The second blackened out part is my SSN.
AAR is After Action Request, refers to a classified program.
This was blackened out by me as the specific AAR is classified TS.
The last blackened area is because in has classification information and is also stamped Top Secret.
And also the name of the senior NCO is blackened out, but BigPappy, (Danny B), and Mark Hall, Jeremy



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113

10 JUL 1984

REPLY TO ATTN OF: DARPA

SUBJECT: Request for Assignment [redacted] MSgt Edgar A. Fouche, FR[redacted] (Your Ltr, 21 Jun 84)

TO: LGMQ

HQ AFMPC has approved an AAR 51[redacted] on MSgt (32674) Fouche as requested. MSgt Fouche's date of availability is Aug 87.

Dale E Hagerman

DALE E. HAGERMAN, TSgt, USAF
NCOIC, Amn Acft Maint Asgns Sec
Dir of Asgns, DCS/Pers

[redacted]

(Controlled) SI still accessable until

Peace . . . . is our Profession

(alienscientist.com)
Eddie Curry, and Bill Handel and others saw this document before it was blackened out.
I'm on the thin grey line on this but am willing to post it."
I thought I had destroyed all my classified documents.
This was a surprise discovery for me.
To most this will not prove or mean anything.
But it shows that DARPA thought I was special and wanted me to be available until my retirement date.

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# Another KEY Document

This document shows that Ed Fouche was assigned to 'Det-3 AFFTC' which is the organization at the 'Air Force Flight Test Center' responsible for operations at Area 51 Groom Air Base.

Notice the Det-3, AFFTC (Detachment 3 – Air Force Flight Test Center) which is the group at Edwards AFB which controls all new Black TS R&D and FOT&E at Area 51 – Groom Air Base). AF Form 77a.

As Ed has stated for 12+ years, he worked at Area 51 while stationed at Nellis AFB in Las Vegas. "I was stationed at Nellis from 76-79. In the summer of 79 I worked at Groom AB and DARC (Defense Advanced Research Center). This is right before assignment to Kadena AFB, Okinawa Japan."

When you read the write-up on the form 77, you can see what an exceptional performer TSgt. Fouche was. This is consistent with his previous documents and also has been verified by Don

Waldrop, California State Director MUFON. Don Waldrop saw this document and about 200 others in 1998.

Many other key personnel from the IUFOC, MUFON, and BBC Channel 4 also saw these documents.

AUG 20 1979

| NAME OF RATEE (LAST, FIRST, MIDDLE INITIAL) | SSAN | ACTIVE DUTY GRADE |
|---|---|---|
| Fouche, Edgar A | FR4[redacted] | TSGT |

(CHECK APPROPRIATE BLOCK AND COMPLETE AS APPLICABLE)

☐ SUPPLEMENTAL SHEET TO RATING FORM WHICH COVERS THE FOLLOWING PERIOD OF REPORT

☒ LETTER OF EVALUATION COVERING THE FOLLOWING PERIOD OF OBSERVATION

| FROM | THRU | FROM | THRU |
|---|---|---|---|
| | | 10 June 79 | 14 AUG 79 |

Precede comments by appropriate data, i.e. section continuation, indorsement continuation, additional indorsement, additional reviewer comments, etc.

FACTS AND SPECIFIC ACHIEVEMENTS: TSgt Fouche is an outstanding NCO and technician. His exceptional performance of all duties, even under adverse conditions, indicates a dedicated interest in his work, and a high degree of professionalism. His wide-ranging knowledge and diverse expertise in diagnostics, and mechanical engineering, coupled with his training in advanced electronics, has helped solve critical mission support problems consistently. His awareness of the big picture for future avionics development and maintenance is an attribute that makes him a valuable asset to TAC. TSgt Fouche is considered one of TACs best R&D team builders in areas of ECM, ATS, and cryptological support. He has proven himself recently in the implementation of the TEWS-TITE bed-down, which was lauded by TAC Hq LGM. STRENGTHS: TSgt Fouche displays excellent capabilities when given greater responsibilities, which was demonstrated in his MAJCOM involvement in cryptological asset training and provisioning. He has high endorsements from his chain of command and is considered an excellent candidate for a command level position. OTHER COMMENTS: This out of cycle report is generated because TSgt Fouche was assigned TDY to the AFFTC-DET 3, Nellis AF Range from 1 June 79 to 14 August 79. His duties and responsibilities for this period have been verified via a separate report. RECOMMENDATION: Promote at the earliest opportunity.

| NAME OF EVALUATOR, GRADE, ORGANIZATION, AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| [redacted] Brewer, MSgt, USAF<br>57 CRS, Nellis AFB Nevada | NCOIC F-15 AIS<br>SSAN (INCLUDE SUFFIX): FR465-[redacted] | 24 Aug 79<br>SIGNATURE: [redacted] Brewer |

AF FORM NOV 74 77a PREVIOUS EDITION WILL BE USED.

☆U.S. GOVERNMENT PRINTING OFFICE: 1976-211-391/1105

SUPPLEMENTAL SHEET TO AF FORMS 707, 909, 910, 911 AND 475

V. RATER'S COMMENTS FACTS AND SPECIFIC ACHIEVEMENTS: MSgt Fouche's performance has been outstanding. The excellent results he achieves belie the difficulty of this demanding job. As the Strategic Air Command Liaison Officer to San Antonio Air Logistics Center, he is at the forefront of the FB-111A Avionics Intermediate Shop Replacement (AIS/R) Program. During system compatibility testing, working closely with the contractor, he was responsible for identifying and generating over 200 test trouble reports on the four different types of sophisticated, state-of-the-art test stations. Moreover, he has been actively involved with the system integration of test program sets. Using his in-depth technical expertise and knowledge, he has corrected many deficiencies at design inception. His unrelenting attention to detail and meticulous efforts will ensure that the test stations satisfy SAC's stringent reliability and maintainability requirements. In addition, he has been the command representative at AIS/R technical order review conferences. Recognizing shortcomings and omissions in the data, he immediately initiated corrective action. His expeditious actions will significantly enhance the quality of technical orders in the field, thereby improving troubleshooting procedures and reducing maintenance manhour costs. STRENGTHS: MSgt Fouche consistently demonstrates the highest degree of professional competence and is self-motivated to complete all tasks. Furthermore, he has exhibited a combination of technical expertise, managerial skills and sound judgement that makes him a leader in his field. OTHER COMMENTS: Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ROBERT C. OWEN, Sqn Ldr, RAF<br>HQ SAC/LGMA (SAC)<br>Offutt Air Force Base, Nebraska | Mission Systems Branch Chief<br>SSAN 520[redacted] | 13 Jun 86<br>SIGNATURE R C Owen |

VI. 1ST INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche has proven himself to be a strong command representative at AIS/R Spares Provisioning Conferences. Recognizing over-pricing on over 200 items, he submitted price challenges that have resulted in considerable dollar savings on the initial spares procurement. Moreover, he has been actively involved with source coding equipment repair levels. His astute recommendations will significantly reduce spares turnaround times and improve spares availability in the field. Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ROBERT A. STIER, Lt Col, USAF<br>HQ SAC/LGMA (SAC)<br>Offutt Air Force Base, Nebraska | Chief, Avionics Division<br>SSAN 044-[redacted] | 13 Jun 86<br>SIGNATURE Robert A. Stier |

VII. 2D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche's thrust for improved FB-111 avionics technical orders is a major asset to SAC. He quickly recognized the need for a user's software manual for the replacement test stations and submitted comprehensive justification for the publication. Avionics shop technicians will reap the benefits of his unfailing efforts for many years. Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ALBERT G. PETRANICK, Colonel, USAF<br>HQ SAC/LGM (SAC)<br>Offutt AFB NE | Director of Aircraft Maintenance<br>SSAN 060-[redacted] | 19 Jun 86<br>SIGNATURE Albert G. Petranick |

VIII. 3D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche is our man in the arena with the new FB-111 avionics test station. He has effectively applied an in-depth knowledge of test station software to correct deficiencies in the computer program, improve fault detection capability, and reduce line replaceable unit run times. He makes things happen--promote now!

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| JOHN J. DORAN, JR., Maj Gen, USAF<br>HQ SAC/LG (SAC)<br>Offutt AFB, NE | Deputy Chief of Staff Logistics<br>SSAN 013-[redacted] | 24 Jun 86<br>SIGNATURE |



U.S. GOVERNMENT PRINTING OFFICE - 1985 ©

## 1968 - OJT Training (On the Job Training)

This is Ed Fouche's OJT Training (On the Job Training) For his "five level upgrade"

**AIR UNIVERSITY**

*United States Air Force*

**EXTENSION COURSE INSTITUTE**

**CERTIFICATE**

This is to certify that AIC E. A. FOUCHE E4[redacted] has successfully completed the AIRCRAFT ELECTRONIC NAVIGATION EQUIPMENT REPAIRMAN course 30151

Registrar
Extension Course Institute
OFFICIAL
AIR UNIVERSITY
MAXWELL AFB, ALA.

DUPLICATE COPY FOR PERSONNEL OFFICER

27 FMS CANNON AFB NM 88101 Date 681230 881011

## 1970 - Training Certificate: Solid State Devices

Filename: TR-FTD Solid State Devices-1970
In the late 60s and early 70s we rapidly transitioned from tube devices to solid state devices on more modern aircraft's avionics systems like the F-111s at the time and the AGE and AIS (Avionics Intermediate Shops) and the Automatic and Manual Test Equipment.

THE UNITED STATES AIR FORCE

MCMXLVII

*Certifies that*

SERGEANT EDGAR A. FOUCHE
FR[redacted]

*has successfully completed the*

SOLID STATE DEVICES, 4AMF30000-5 (FXR) (75 HOURS)
FIELD TRAINING DETACHMENT 526S, CANNON AIR FORCE BASE, NEW MEXICO

*and is herewith awarded this*

CERTIFICATE of TRAINING

GLEN L. LYBARGER, 2Lt, USAF
Commander

5 June 1970
*Date*

AF FORM 1256, SEP 64

You get very basic soldering training at your basic ‘3’ level technical school.

After you arrive to your first Avionics or other type electronics shop you get further advanced soldering techniques at the local FTD (Field Training Detachment) for your ‘5’ level upgrade training.

The last (NASA training course) soldering training I had as a SSgt ‘7’ level, was for repairing multilevel circuit cards with surface mounted solid state devices on them. Some of the training included how to go into a molded electronic modules and cut away the resin to replace components.

# THE UNITED STATES AIR FORCE

MCMXLVII

*Certifies that*

SERGEANT EDGAR A. FOUCHE
FR[redacted]

*has successfully completed the*

HI-VALUE SOLDERING & ELECT RPR TECH, 4AZF30000-4 (GP5) (60 HOURS)
FIELD TRAINING DETACHMENT 526S, CANNON AIR FORCE BASE, NEW MEXICO

*and is herewith awarded this*

## CERTIFICATE of TRAINING

GLEN L. LYBARGER, 2Lt, USAF
Commander

11 December 1970
*Date*

AF FORM 1356, SEP 64

THE UNITED STATES AIR FORCE

MCMXLVII

Certifies that

SSGT EDGAR A. FOUCHE [redacted]

has successfully completed the

HIGH RELIABILITY SOLDERING & CONNECTIONS, 3AZR30000-1 (GUW), 60 HOURS
Class 760324

and is herewith awarded this

CERTIFICATE of TRAINING

LOUIS P. CYR, COLONEL, USAF
COMMANDER
HQ, USAF SCHOOL OF APPLIED AEROSPACE SCIENCES

MACHINE PROCESSED

6 April 1976
Date

AF FORM 1256, NOV 73

**Solid State Devices**

Filename: TR-FTD Solid State Devices-1970 In the late 60s and early 70s we rapidly transitioned from tube devices to solid state devices on more modern aircraft's avionics systems like the F-111s at the time and the AGE and AIS (Avionics Intermediate Shops) and the Automatic and Manual Test Equipment.

HQ. USAF SCHOOL OF APPLIED AEROSPACE SCIENCES

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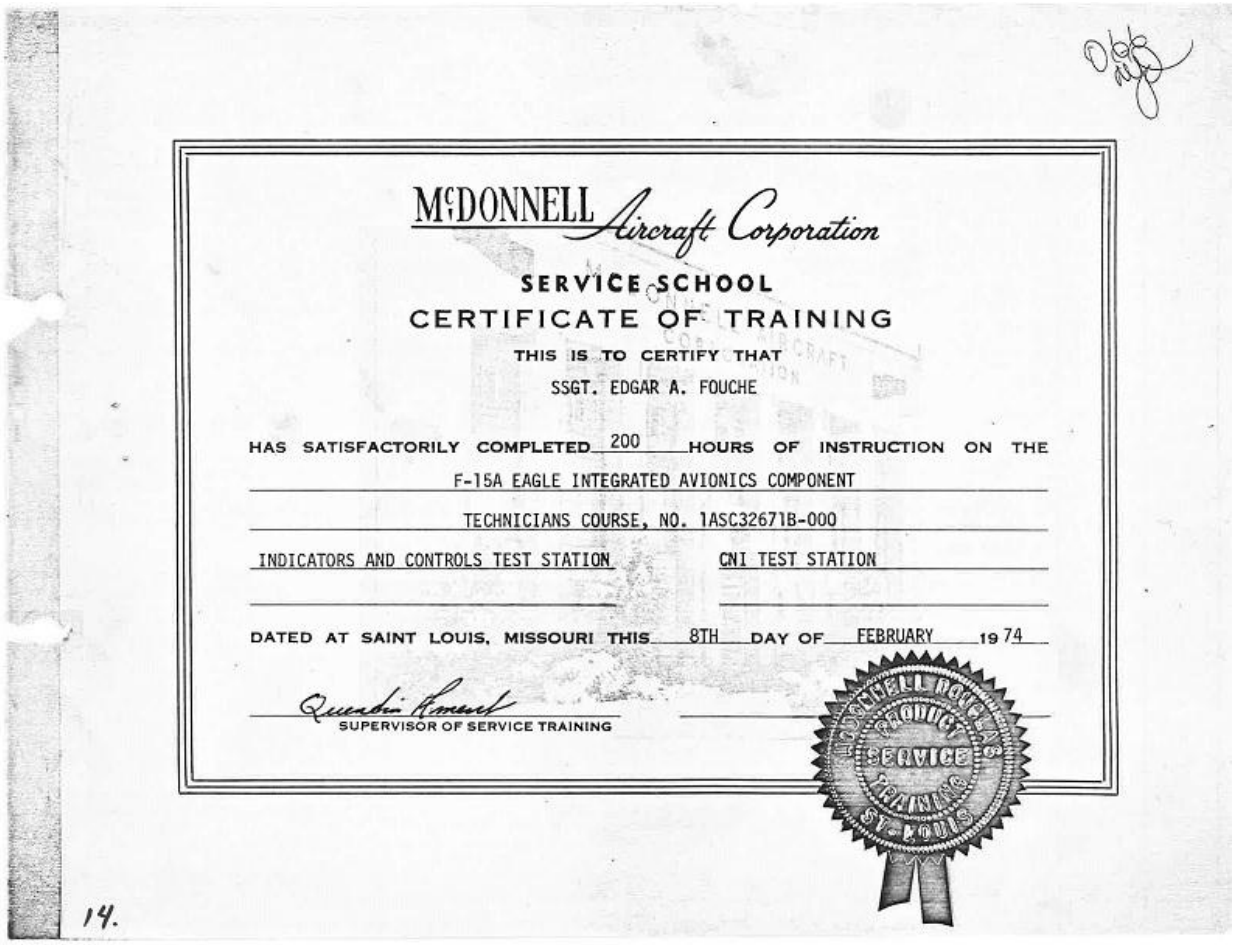
## 1974 - Integrated Avionics Component Technicians Course - McDonnell Aircraft Corporation



McDONNELL Aircraft Corporation

SERVICE SCHOOL

CERTIFICATE OF TRAINING

THIS IS TO CERTIFY THAT

SSGT. EDGAR A. FOUCHE

HAS SATISFACTORILY COMPLETED 200 HOURS OF INSTRUCTION ON THE

F-15A EAGLE INTEGRATED AVIONICS COMPONENT

TECHNICIANS COURSE, NO. 1ASC32671B-000

INDICATORS AND CONTROLS TEST STATION CNI TEST STATION

DATED AT SAINT LOUIS, MISSOURI THIS 8TH DAY OF FEBRUARY 1974

SUPERVISOR OF SERVICE TRAINING

McDONNELL DOUGLAS PRODUCT SERVICE TRAINING ST. LOUIS

14.

**Edgar Fouche:**

When I arrived at Edwards AFB - 6515 TSS - AFFTC, I was assigned to the F-15 R&D and FOT&E Program. The elite few of us (CADRE) AFFTC and TAC went TDY (Tempory Duty) to the Mac-Air facility in St. Charles, Missouri for lenghty training on the AIS (Avionics Intermediate Shops) Manual, Automatic, and ECM equipment.
McDonnell Aircraft Corporation - Certificate of training - F-15 Eagle Integrated Avionics Component Technicians Course, Feb 1974. The CNI Test Station handled testing, alignment, and calibration of all the Communications, Navigation, and IFF for the Eagle. These LRUs (Line Replacable Units) were removed by flightline avionics experts who worked directly on the aircraft in hangers and on the flightline. They did periodic tests and if a pilot or co-pilot had a problem with ANY of functioning Avionics systems, they would write up the error or problem in the specific aircraft log books. If a failure was actually detected and verified by the crew chief or the flight line technicians they sent the unit into the Avionics Intermediate Repair (AIS) shops. We'd take the unit and hook it up to either manual, automatic, or ECM (TEWS-TITE) test stations. Then we would run tests on these LRUs (which were called UUT - Unit Under Test while in the AIS) and perfom repair, down to the component level in many cases, and alignment and calibration as needed.

These ATE or AIS test stations were 6 feet tall by 2 feet wide, and there were multiple bays of them filled with their own test equipment, calibration equipment, frequency counters, ossilliscopes, DVMs, and other built in equipment for unique testing. One tall rack was called a bay; from four to seven bays were attached side by side with external cableing depending on the configuration needed to test the myriad LRUs from the flightline. Each bay had multiple racks of switching, routing, test points A removable slied out racks; like a frequency counter and these removable drawers in the bays were called a TRUs (Tester Replacable Units).

---

## 1985 - Edgar Fouche SAC Liaison to Industry Annual Performance Report

1. Name - Edgar A. Fouche
2. Social Security # (Redacted)
3. Grade - MSGT (Master Sergent)
4. DAFSC: Defense Air Force Specialty Code - 32674
5. Organization, Command, and Location - Bombardment Wg (H), OL OOKE (SAC) Kelly AFB TX
6. PAS CODE Personnell Accounting Symbol - KHOSF296

## Acronym KEY:

SAC - Strategic Air Command
SA-ALC - San Antonia Air Logistics Center
AFLC - Air Force Logistics Command
AIS/R - Avionics Intermediate Shop Replacement Program Office
QOT&E - Qualification Operational Test and Evaluation

It's interesting to note the perfect reports Ed Fouche received and read through to comments from his Commanding Officers who wrote and signed off on the reports speaking very highly of Ed's Performance.

**I. RATEE IDENTIFICATION DATA** *(Read AFR 39-62 carefully before completing any item)*

| 1. NAME (Last, First, Middle Initial) | 2. SSAN | 3. GRADE | 4. DAFSC |
|---|---|---|---|
| FOUCHE, EDGAR A. | [redacted] | MSGT | 32674 |

| 5. ORGANIZATION, COMMAND, AND LOCATION | 6. PAS CODE |
|---|---|
| 7 Bombardment Wg (H), OL OOKE (SAC) Kelly AFB TX | KHOSF296 |

| 7. PERIOD OF REPORT | | 8. NO. OF DAYS OF SUPERVISION | 9. REASON FOR REPORT |
|---|---|---|---|
| FROM: 14 June 85 | THRU: 13 June 86 | 365 | Annual |

**II. JOB DESCRIPTION** 1. DUTY TITLE: SAC Avionics Replacement Liaison.

2. KEY DUTIES, TASKS, AND RESPONSIBILITIES: SAC liaison to SA-ALC F/FB-111 Avionics Intermediate Shop Replacement (AIS/R) Program Office. Selectively manned position. Ensures operational and maintenance requirements are accurately presented and considered on this USAF $500 million plus test station procurement program. Assists program management in technical and logistics areas, materiel improvement projects, training requirements and spares provisioning. Evaluates contractor demonstrations/testing of test stations and test program sets, including Qualification, Operational Test and Evaluation (QOT&E), system compatibility testing and procurement quality assurance actions. Maintenance liaison between SAC and AFLC, contractor representatives and other DOD agencies.

**III. EVALUATION OF PERFORMANCE**

| | | N/O | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. PERFORMANCE OF DUTY: Consider the quantity, quality, and timeliness of duties performed as described in Section II. | RATER | ☐ | | | | | | | | | | ☒ |
| | 1ST INDORSER | ☐ | | | | | | | | | | ☒ |
| 2. HUMAN RELATIONS: Consider how well ratee supports and promotes equal opportunity, shows concern and is sensitive to needs of others. | RATER | | | | | | | | | | | ☒ |
| | 1ST INDORSER | | | | | | | | | | | ☒ |
| 3. TRAINING: Consider how well responsibilities are discharged as an OJT supervisor or trainer and in other efforts to improve technical knowledge and educational level. | RATER | ☐ | | | | | | | | | | ☒ |
| | 1ST INDORSER | ☐ | | | | | | | | | | ☒ |
| 4. EXECUTIVE ABILITY: Consider ratee's judgment, decisiveness, ability to communicate (oral and written), and effectiveness in supervising and leading. | RATER | ☐ | | | | | | | | | | ☒ |
| | 1ST INDORSER | ☐ | | | | | | | | | | ☒ |
| 5. ACCEPTANCE OF NCO RESPONSIBILITY: Consider ratee's acceptance of responsibility for personal actions and those of subordinates. | RATER | ☐ | | | | | | | | | | ☒ |
| | 1ST INDORSER | ☐ | | | | | | | | | | ☒ |
| 6. BEARING AND BEHAVIOR: Consider the degree to which ratee's bearing and behavior on and off duty improve the image of Air Force noncommissioned officers. | RATER | BR | | | | | | | | | | ☒ |
| | | BH | | | | | | | | | | ☒ |
| | 1ST INDORSER | BR | | | | | | | | | | ☒ |
| | | BH | | | | | | | | | | ☒ |

**IV. OVERALL EVALUATION**

| | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| How does the ratee compare with others of the same grade and Air Force specialty? Potential for promotion and or increased responsibility are essential considerations in this rating. | RATER | | | | | | | | | | ☒ |
| | 1ST INDORSER | | | | | | | | | | ☒ |
| UNIT COMMANDER REVIEW (Initials) jdw | 2D INDORSER | | | | | | | | | | ☒ |
| | 3D INDORSER | | | | | | | | | | ☒ |

AF FORM JUN 84 911 PREVIOUS EDITION WILL BE USED

CMSGT, SMSGT, MSGT PERFORMANCE REPORT

V. RATER'S COMMENTS FACTS AND SPECIFIC ACHIEVEMENTS: MSgt Fouche's performance has been outstanding. The excellent results he achieves belie the difficulty of this demanding job. As the Strategic Air Command Liaison Officer to San Antonio Air Logistics Center, he is at the forefront of the FB-111A Avionics Intermediate Shop Replacement (AIS/R) Program. During system compatibility testing, working closely with the contractor, he was responsible for identifying and generating over 200 test trouble reports on the four different types of sophisticated, state-of-the-art test stations. Moreover, he has been actively involved with the system integration of test program sets. Using his in-depth technical expertise and knowledge, he has corrected many deficiencies at design inception. His unrelenting attention to detail and meticulous efforts will ensure that the test stations satisfy SAC's stringent reliability and maintainability requirements. In addition, he has been the command representative at AIS/R technical order review conferences. Recognizing shortcomings and omissions in the data, he immediately initiated corrective action. His expeditious actions will significantly enhance the quality of technical orders in the field, thereby improving troubleshooting procedures and reducing maintenance manhour costs. STRENGTHS: MSgt Fouche consistently demonstrates the highest degree of professional competence and is self-motivated to complete all tasks. Furthermore, he has exhibited a combination of technical expertise, managerial skills and sound judgement that makes him a leader in his field. OTHER COMMENTS: Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ROBERT C. OWEN, Sqn Ldr, RAF<br>HQ SAC/LGMA (SAC)<br>Offutt Air Force Base, Nebraska | Mission Systems Branch Chief | 13 Jun 86 |
| | SSAN 520[redacted] | SIGNATURE R C Owen |

VI. 1ST INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche has proven himself to be a strong command representative at AIS/R Spares Provisioning Conferences. Recognizing over-pricing on over 200 items, he submitted price challenges that have resulted in considerable dollar savings on the initial spares procurement. Moreover, he has been actively involved with source coding equipment repair levels. His astute recommendations will significantly reduce spares turnaround times and improve spares availability in the field. Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ROBERT A. STIER, Lt Col, USAF<br>HQ SAC/LGMA (SAC)<br>Offutt Air Force Base, Nebraska | Chief, Avionics Division | 13 Jun 86 |
| | SSAN 044-[redacted] | SIGNATURE Robert A. Stier |

VII. 2D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche's thrust for improved FB-111 avionics technical orders is a major asset to SAC. He quickly recognized the need for a user's software manual for the replacement test stations and submitted comprehensive justification for the publication. Avionics shop technicians will reap the benefits of his unfailing efforts for many years. Promote.

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| ALBERT G. PETRANICK, Colonel, USAF<br>HQ SAC/LGM (SAC)<br>Offutt AFB NE | Director of Aircraft Maintenance | 19 Jun 86 |
| | SSAN 060-[redacted] | SIGNATURE Albert G. Petranick |

VIII. 3D INDORSER'S COMMENTS ☒ CONCUR ☐ NONCONCUR

MSgt Fouche is our man in the arena with the new FB-111 avionics test station. He has effectively applied an in-depth knowledge of test station software to correct deficiencies in the computer program, improve fault detection capability, and reduce line replaceable unit run times. He makes things happen--promote now!

| NAME, GRADE, BRANCH OF SERVICE, ORGANIZATION, COMMAND AND LOCATION | DUTY TITLE | DATE |
|---|---|---|
| JOHN J. DORAN, JR., Maj Gen, USAF<br>HQ SAC/LG (SAC)<br>Offutt AFB, NE | Deputy Chief of Staff Logistics | 24 Jun 86 |
| | SSAN 013-[redacted] | SIGNATURE |

AF FORM 911, JUN 84 (REVERSE) CMSGT, SMSGT, MSGT PERFORMANCE REPORT

U.S. GOVERNMENT PRINTING OFFICE - 1985 ©

**The first signing officer on this report is Squadron Leader Robert C. Owen (RAF - Royal Air Force)**

**NOT TO BE CONFUSED WITH: COL ROBERT C. OWEN, USAF**
**You can find a copy of a USAF document authored by (THE OTHER) Col. Robert C. Owen Here**

(at least I don't think they are the same person... They could be... I haven't looked deeply enough into it)

**Col. (Ret.) Robert A. Stier can be founded listed on This USAF Donor Report Document on page 16/37 left hand column in the section $500-$999**
**Col. (Ret.) Robert A. Stier is also the author of this 1977 Master's Thesis on An Investigation into the Nature of Aircraft Supportability in the CILC Environment**

**MAJOR GENERAL JOHN J. DORAN JR. was Ed Fouche's Boss when he worked as SAP Liaison to Industry as indicated in the above reports.**
**Here is a link to the AirForce's Biography on the signing officer MAJOR GENERAL JOHN J. DORAN JR.**

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# 1993 - Performance Evaluation and Development Plan

CEA - Computer Engineering Associates (Hauppauge, NY) - Now Possibly Hauppauge Computer Works???
RFTLTS - Radio Frequency Line Test System

If you notice this document is signed off by Col. Barry MacKean who you can look up is an SR-71 Pilot.
Here is a listeing of SR-71 Pilots and you will notice that Barry MacKean is listed #341
Col. Barry Mackean and his wife who is also a Retired Col. and former military doctor are now both retired in the Pheonix/Scottsdale area of Arizona.

# PERFORMANCE EVALUATION AND DEVELOPMENT PLAN

| | |
|---|---|
| | Date: 14 September 1993 |
| | Supervisor: Barry C. MacKean |
| | Next Level: Paul Costello |
| Name: Edgar A. Fouché | Date Employed: 14 Sep 1992 |
| Program: AN/USM-638 RFTLTS | Labor Category: Sr Pr Sup Spec |

## 1. Responsibilities:

*Specific major duties and objectives.*

Program Manager: Ed was specifically hired to manage the Radio Frequency Transmission Line Test Set (RFTLTS) program. He was instrumental in preparing the CEA proposal to the government that was ultimately accepted. He initially recommended two key individuals be hired to assist him with the program. Several months later he recommended a third member and hired her for her drafting/AUTOCAD skills. This team, led by Ed, had twelve months to collect radio frequency engineering data for select communications and navigation equipment on C-5B aircraft. This first involved developing the procedures to be used and obtaining government approval. Then numerous trips were required by the team to Air Force bases in California and Delaware, as well as Texas, to collect the data using the AN/USM-638 tester. Monthly reports, frequent technical interchange meetings, and three Program Management Reviews were required, and a final report will be provided.

## 2. Accomplishments:

*Identify significant contributions since last evaluation.*

Ed managed the RFTLTS program in an outstanding manner. In spite of having to tactfully deal with several government representatives who initially wanted more than was requested in the Statement-of-Work, Ed performed a masterful job of satisfying the ultimate government customer. His experience and equipment knowledge have been key to guiding his team to its successful completion of the program. In addition to his day-to-day program management, Ed has been very adept at maintaining contact with former colleagues both in the military and industry. These associations have been and will continue to be valuable sources for information and marketing.

**Customer Satisfaction:**

*Responds actively and sensitively to all customers. Conveys professional and productive image.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

In spite of a shaky start on this program (not the team's fault), Ed and his team have been extremely successful in changing that early misperception by some government members. It was a difficult task, but the results have been clearly positive.

**Initiative:**

*Demonstrates ability to think and act effectively. Originates new ideas or methods to improve the job. Uncovers new business leads or opportunities.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Definitely a self-starter and free thinker, Ed is quick to take the lead or offer his assistance. He is willing to share his ideas on a myriad of subjects, some of which I have incorporated into our operation.

**Work Environment and Safety:**

*Contributes to a save and productive work environment. Follows all safety practices as well as company policies.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed contributes to a safe and productive work environment. He follows all safety practices as well as company policies.

**Flexibility:**

*Responds willingly and quickly to changes in procedures, process, requirements, or assignments.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed has successfully demonstrated this trait on numerous occasions in dealing with his government customer. We both agree the key to success in supporting them is to be extremely flexible. Time tables, document format, equipment nomenclature, are but a few altered areas.

**Planning and Organization:**

*Coordinates resources, prioritizes, and establishes schedules to complete assignments.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

He and his team have done a tremendous job in laying out the overall schedule of the RFTLTS program. More importantly, they have been able to maintain that originally drafted schedule in spite of the numerous changes imposed by the government.

**Communication Skills:**

*Communicates clearly and effectively, whether orally or in writing.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

An extremely effective communicator, both orally and in writing. Besides having a booming voice, Ed is succinct and logical in conveying his ideas.

Col. Barry Mackean (an SR-71 pilot) was the DOD Contractor, site manager for CEA. Ed

Fouche was a Senior Program Manager under Col. Barry MacKean.
Here is a link to a source which shows that Col. Barry McKean (an SR-71 pilot) was indeed assigned to Kadena AFB, Okinawa Japan, at the SAME time as Edgar Fouche.

## 3. Performance Factors:

*Focus on exact strength and/or weakness. Employees must be evaluated on observable performance, specifically accomplishments, methods used, and the significance of the contribution. An assessment of each performance factor must be made by checking the appropriate criterion: Meets or Exceeds: Needs Improvement: or Unacceptable.*

**Technical Competence:**

*Understands the job requirements and demonstrates the skills needed to perform the tasks. Understands the customers needs. Completes assignments with minimum direction.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed brings an incredible experience base from the military that proved invaluable in working the issues associated with this particular program. What he doesn't know, he is quick to seek the information from other sources.

**Quality:**

*Committed to quality products and service. Work is complete and accurate. Meets specified standards.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed prides himself on delivering a quality product. With him it is more than superficial quality in that he wants all the engineering data to be as accurate as possible for the ultimate user.

**Productivity:**

Productive during work time. Organizes work activities to improve results. Completes projects on time.

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed is always producing! If it's not on the RFTLTS program, he's maintaining his large array of military/industrial points of contact. These have and will continue to pay dividends.

**Dependability:**

*Reliable, trustworthy, and completes assigned tasks. Meets schedules and other time commitments.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

I categorize this as loyalty and know no one better! Ed is there when you need him and will be the first to tell you when you are going astray (as he perceives the situation). He is a good "sounding board" and confidante.

**Teamwork:**

*Establishes and maintains cooperative and productive work relationships with all employees. Sensitive to behavior and feelings of others.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

Ed is the first to praise his own team, but at the same time he strives to do what is best for the "CEA team." He is a very giving and sharing person that translates into total organizational support.

**Judgement:**

*Makes well-reasoned and timely decisions that favorably affect work performance. Devises effective solutions to problems.*

| | |
|---|---|
| X | Meets or Exceeds |
| | Needs Improvement |
| | Unacceptable |

I rely heavily on his professional assessment of a particular situation. Ed has "been around" and I value his opinion. He is a wealth of information and opinions (I mean that positively).

**4. Performance Summary:**

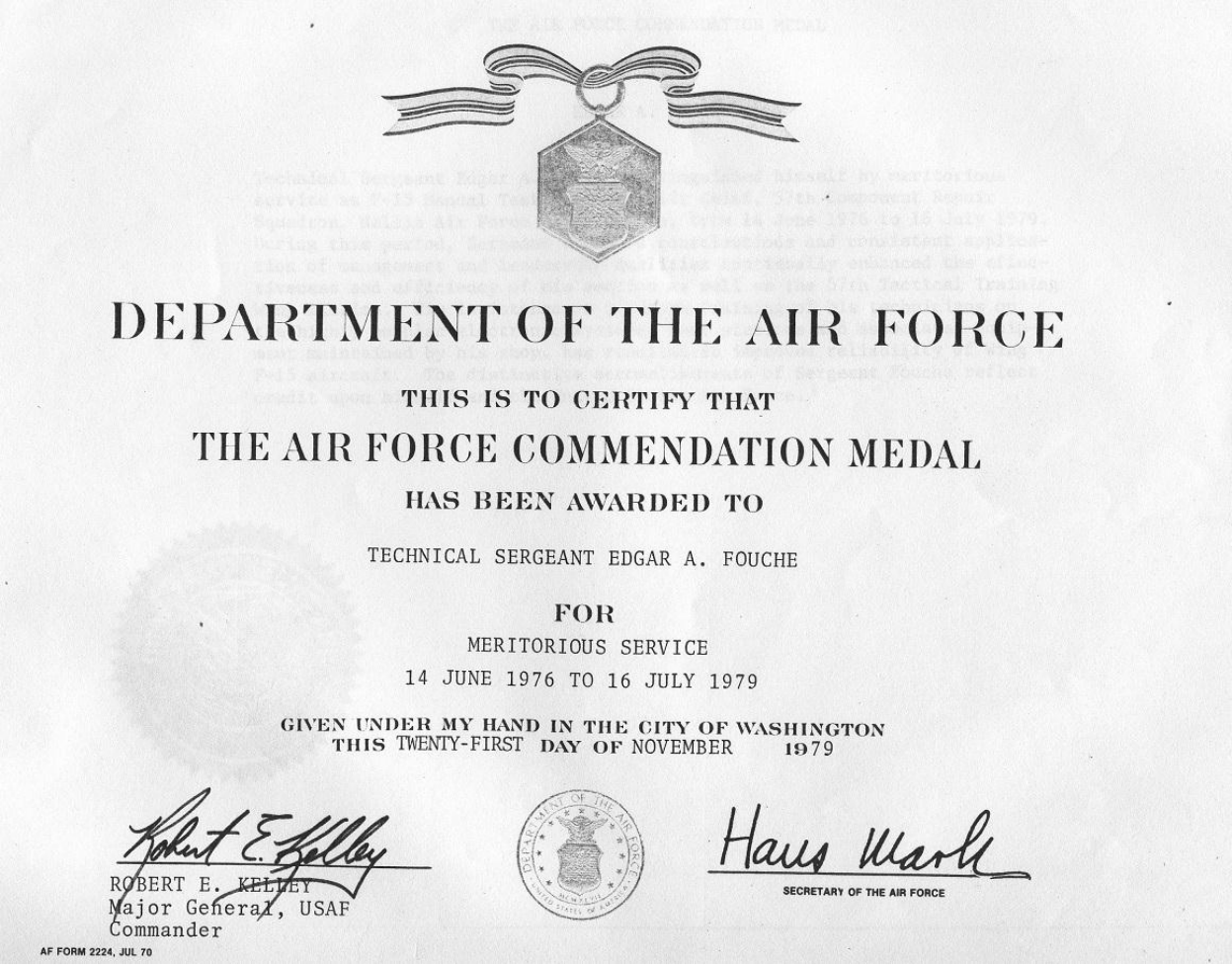
- [X] **Exceptional** (Consistently far exceeds expectations, superior)
- [ ] **Excellent** (Consistently exceeds expectations)
- [ ] **Very Good** (Occasionally exceeds expectations)
- [ ] **Good** (Consistently meets expectations)
- [ ] **Acceptable** (Meets minimum job requirements)
- [ ] **Unacceptable** (Less than minimum acceptable job performance level)

**Summarize-Supervisor Comments**

I have truly enjoyed working with Ed this past year. He has been extremely helpful in making my transition from government to industry as smooth as possible. He definitely understands both sides of the "fence." The RFTLTS program was a most difficult "political" effort, but Ed and his team have done an excellent job of satisfying both the government's needs and whims. One of Ed's strongest points is his candor, which I have come to respect and appreciate (most of the time). I want him to stay on our team!! I strongly recommend Ed be given a 4% salary increase.

# Medals

1979-June-Nellis-1st Commendation Medal



DEPARTMENT OF THE AIR FORCE

THIS IS TO CERTIFY THAT

THE AIR FORCE COMMENDATION MEDAL

HAS BEEN AWARDED TO

TECHNICAL SERGEANT EDGAR A. FOUCHE

FOR

MERITORIOUS SERVICE

14 JUNE 1976 TO 16 JULY 1979

GIVEN UNDER MY HAND IN THE CITY OF WASHINGTON
THIS TWENTY-FIRST DAY OF NOVEMBER 1979

ROBERT E. KELLEY
Major General, USAF
Commander

SECRETARY OF THE AIR FORCE

AF FORM 2224, JUL 70

1982 May - PACAF-1st Meritorious Medal

# THE UNITED STATES OF AMERICA

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

THIS IS TO CERTIFY THAT
THE PRESIDENT OF THE UNITED STATES OF AMERICA
AUTHORIZED BY EXECUTIVE ORDER, 16 JANUARY 1969
HAS AWARDED

## THE MERITORIOUS SERVICE MEDAL

TO

MASTER SERGEANT EDGAR A. FOUCHE

FOR

MERITORIOUS SERVICE

5 SEPTEMBER 1979 TO 4 MARCH 1982

GIVEN UNDER MY HAND
THIS 25TH DAY OF MAY 19 83

Arnold W. Braswell

ARNOLD W. BRASWELL, LIEUTENANT GENERAL, USAF
COMMANDER IN CHIEF
PACIFIC AIR FORCES

AF FORM 2228, JAN 81

1982 May - PACAF-1st Meritorious Medal

CITATION TO ACCOMPANY THE AWARD OF

THE MERITORIOUS SERVICE MEDAL

TO

EDGAR A. FOUCHE

Master Sergeant Edgar A. Fouche distinguished himself in the performance of outstanding service to the United States as Noncommissioned Officer in Charge, F-16 Manual Test Station and Assistant Integrated Avionics Superintendant, 6100th Logistics Support Squadron, Kadena Air Base, Japan, from 5 September 1979 to 4 March 1982. During this period, his outstanding professional skill, knowledge and leadership aided immeasurably in the successful achievements of the squadron. Through his imagination and foresight the incorporation of the F-16 weapons system to the Pacific theater was accomplished well ahead of schedule. The singularly distinctive accomplishments of Sergeant Fouche reflect great credit upon himself and the United States Air Force.

1987 May - SAC-3rd Meritorious Medal

# THE UNITED STATES OF AMERICA

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:
THIS IS TO CERTIFY THAT
THE PRESIDENT OF THE UNITED STATES OF AMERICA
AUTHORIZED BY EXECUTIVE ORDER, 16 JANUARY 1969
HAS AWARDED

## THE MERITORIOUS SERVICE MEDAL

(OAK LEAF CLUSTER)

TO

MASTER SERGEANT EDGAR A. FOUCHE

FOR

MERITORIOUS SERVICE
17 JULY 1983 TO 31 AUGUST 1987

GIVEN UNDER MY HAND
THIS 17TH DAY OF AUGUST 19 87

JOHN T. CHAIN, JR.
GENERAL, USAF
COMMANDER IN CHIEF

AF FORM 2228, FEB 85

1987 May - SAC-3rd Meritorious Medal

CITATION TO ACCOMPANY THE AWARD OF

THE MERITORIOUS SERVICE MEDAL
(OAK LEAF CLUSTER)

TO

EDGAR A. FOUCHE

Master Sergeant Edgar A. Fouche distinguished himself in the performance of outstanding service to the United States as the Strategic Air Command Liaison Officer, San Antonio Air Logistics Center, Kelly Air Force Base, Texas, from 17 July 1983 to 31 August 1987. During this period, Sergeant Fouche displayed the professional leadership abilities and managerial skills that afforded invaluable contributions to the successful introduction of the FB-111's avionics intermediate shop replacement test equipment. His aggressive approach and outstanding efforts in identifying problem areas and initiating corrective actions ensured the replacement test stations met the Strategic Air Command's stringent reliability, maintainability and supportability requirement. The singularly distinctive accomplishments of Sergeant Fouche culminate a distinguished career in the service of his country and reflect great credit upon himself and the United States Air Force.

# Degrees

1983 July - ATC Associates Degree Avionics

# Community College of the Air Force

*The Commander, Air Training Command,*
*by virtue of the authority vested by law*
*and on the recommendation of the College does hereby confer on*

**Edgar A. Fouche**

*the degree of*

## Associate in Applied Science

**AVIONICS SYSTEMS TECHNOLOGY**

*with all rights and privileges pertaining thereto*

*Given this* 18th *day of* July 1983

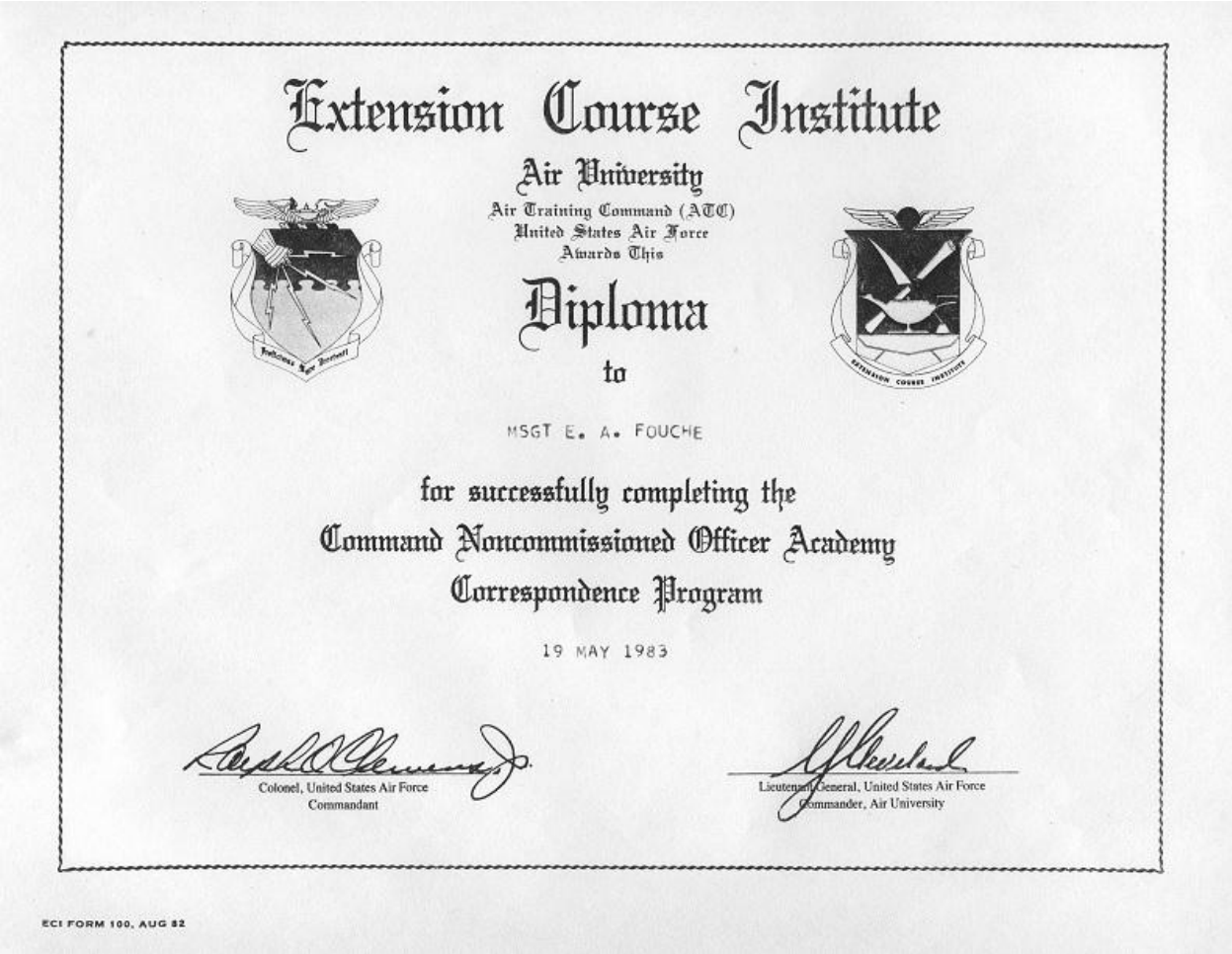
*In witness whereof the Seal of the College*
*and our signatures are hereto affixed*

COMMUNITY COLLEGE OF THE AIR FORCE

Rodney V. Cox Jr.
*Colonel, U.S. Air Force*
*President, Community College of the Air Force*

Andrew P. Iosue
*General, U.S. Air Force*
*Commander, Air Training Command*

1983 May - Command NCO Acad



Extension Course Institute

Air University

Air Training Command (ATC)
United States Air Force
Awards This

Diploma

to

MSGT E. A. FOUCHE

for successfully completing the
Command Noncommissioned Officer Academy
Correspondence Program

19 MAY 1983

Colonel, United States Air Force
Commandant

Lieutenant General, United States Air Force
Commander, Air University

ECI FORM 100, AUG 82

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# END of Ed Fouche Documents

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# More Documents on Ed Fouche COMING SOON!

Please stay tuned, we will be going through a large number of documents over the next few weeks as I thoroughly check out Ed's Documents and credentials. Much more information and documents will be added as research progresses on this study.

Also be sure to check out the Ed Fouche Biography and the 1998 Slide Presentation by Edgar Fouche going over some key information which I also have posted on my YouTube Channel Http://www.YouTube.com/AlienScienist

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# More on Mac Air AIS ATE Training: Here is what an ex-AIS ATE technician has on his resume.

My guess is he was a Staff Sergeant judging by his skills. - Ed Fouche

Military Service - Veteran, USAF, F-15 avionics technician. He worked the Automatic shop. His resume does not indicate he worked either the TEWS-TITE (ECM) shop or the Manual shop. Over the years the nomenclature of the ATE has changes as different manufactures have built replacement test equipment.

Honorable discharge.

Honeywell AIS Bay 2 Avionics Operations Inspected, tested, adjusted and repaired complete system of sophisticated avionics equipment removed from F-15 jet aircraft. System consisted of over 100 different avionics units such as Inertial Measurement Unit, Displacement Gyroscope, Head-Up Display Unit (HUD) and Central Computer. Work was performed at the technician level.

Operated, programmed, modified, calibrated, identified malfunctions repaired and certified entire line of Bendix and Honeywell computerized avionics test stations. There were five different test stations, approximately 10 feet long by 5 feet high, used for in-shop diagnoses of electronic malfunctions of the avionics equipment.

Supervised, coordinated and prioritized activities in the avionics shop to ensure high standards of technical quality, fulfillment of timetables and deadlines, and conformance with specifications. Trained technicians on technical and administrative job requirements. Counseled and guided subordinates.

Ordered parts using illustrated parts breakdown manuals; filled orders from forward supply

warehouses. Received and signed for avionics units entering the maintenance cycle. Scheduled inspection, service and maintenance of avionics equipment.

Advanced proficiency with FAPA, a programming language.

Top Secret Clearance
---

EVALUATING MANAGEMENT STRATEGIES FOR AUTOMATED TEST SYSTEMS/EQUIPMENT (ATS/E): AN F-15 - CASE STUDY. Page 42.
Tactical Electronic Warfare System Intermediate Service Station (TISS)
TISS performs intermediate level maintenance support for all of the F-15 electronic warfare line-replaceable units.

Currently a six-bay system as illustrated in Figure 5.

http://www.dtic.mil/cgi-bin/GetTRDoc?Location=U2&doc=GetTRDoc.pdf&AD=ADA433473.

Typical F-15 AIS - ATE Layout. TEWS-TITE not shown as most of it is Top Secret. And an Interesting RAND Report: http://www.rand.org/pubs/monographs/2008/RAND_MG418.pdf

Analysis of CONUS Centralized Intermediate Repair Facilities.

Years later I would be part of a secret MAJ-COM briefing presented by Mac Air engineers on a holographic program being developed by them. More on that latter.

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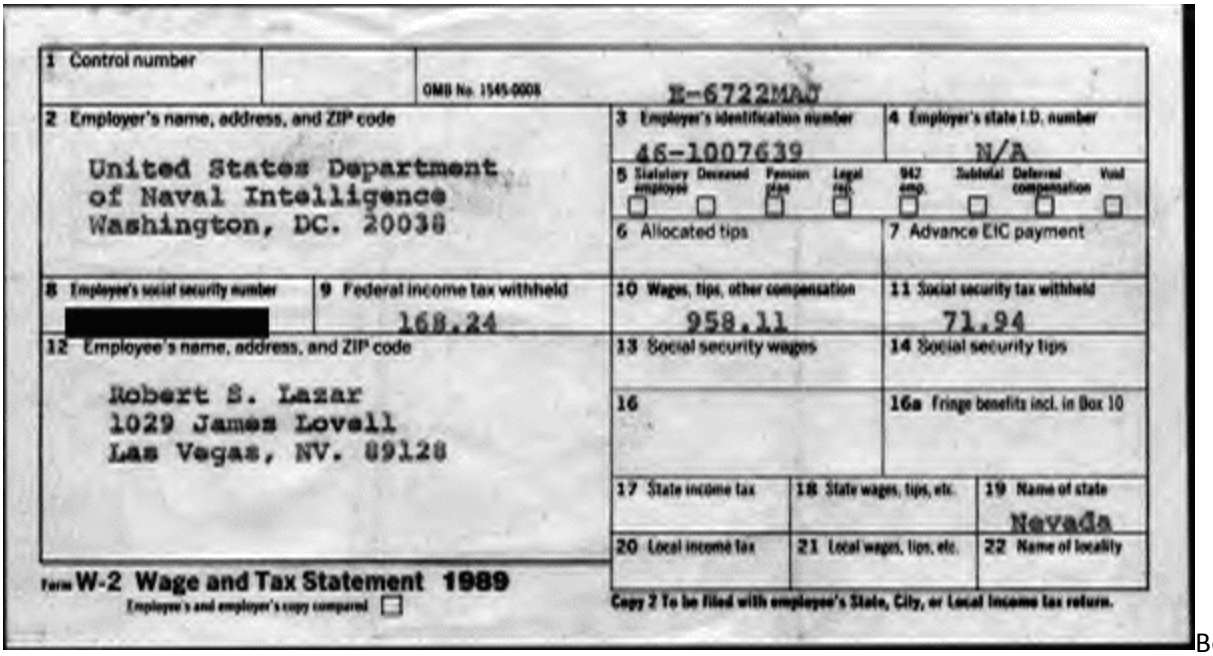
# We only have 2-3 documents to prove Bob Lazar worked for the Government...

A W2 (allegedly with the wrong year on it):
Also note the OMB number. The OMB is the Office of Management and Budget. They have never been a secret organization as Lazar claims. What does the OMB (Or the IRS for that matter) care about your Employee Number? If this isn't a dead give-away to serious document analysists I don't know what is...



1 Control number

OMB No. 1545-0008

E-6722MAJ

2 Employer's name, address, and ZIP code

United States Department
of Naval Intelligence
Washington, DC. 20038

3 Employer's identification number: 46-1007639

4 Employer's state I.D. number: N/A

5 Statutory employee ☐ Deceased ☐ Pension plan ☐ Legal rep. ☐ 942 emp. ☐ Subtotal ☐ Deferred compensation ☐ Void ☐

6 Allocated tips

7 Advance EIC payment

8 Employee's social security number: [redacted]

9 Federal income tax withheld: 168.24

10 Wages, tips, other compensation: 958.11

11 Social security tax withheld: 71.94

12 Employee's name, address, and ZIP code

Robert S. Lazar
1029 James Lovell
Las Vegas, NV. 89128

13 Social security wages

14 Social security tips

16

16a Fringe benefits incl. in Box 10

17 State income tax

18 State wages, tips, etc.

19 Name of state: Nevada

20 Local income tax

21 Local wages, tips, etc.

22 Name of locality

Form W-2 Wage and Tax Statement 1989

Employee's and employer's copy compared ☐

Copy 2 To be filed with employee's State, City, or Local income tax return.

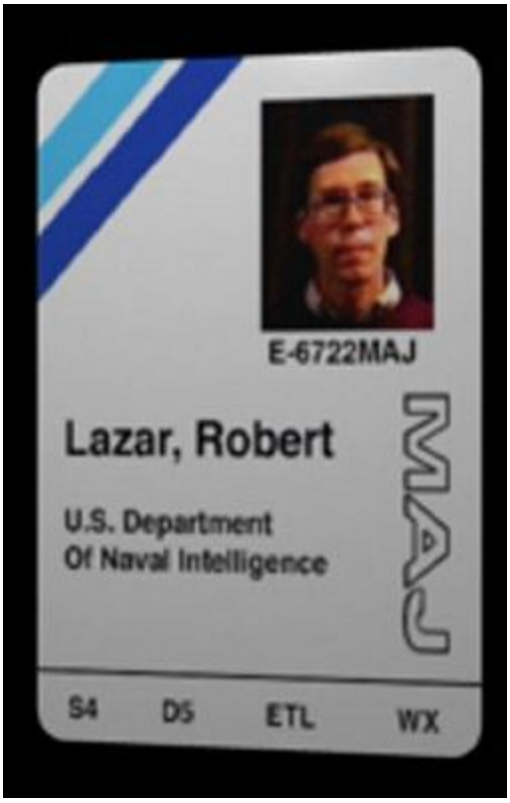
Bob Lazar did list his occupation as a "Photo Processor" on Court Documents from Nevada around the same time... How convenient...

# MAJ

Bob Lazar claims that MAJ stands for Majestic 12 (MJ-12)... If he worked for the DIA he would have a Naval Intellignce Badge. If he was a civilian and worked at groom as he claims he would have an EG&G badge.
MAJ could also stand for:

## MAJ COM- MAJOR COMMAND
## MAJ - MAJor, MAJority, ?

An obscure Id Tag: (Should be an EG&G Badge as they provide security)




Lazar's Employee number:
E-6722MAJ

If EG&G issued the badge. This is not an original badge but a composite image someone created. According to federal law and the security contracts he claimed to sign, he would have had to turn in all badges, equipment, manuals, and documents he had obtained through employment at a Top Secret SCI/SAP program.

And a Los Alamos Phone Book listing his name (proving an Employee named Bob Lazar had worked there) But there are no records to prove that he was ever employed a scientist there.

I am still scanning the MIT archives for proof that Bob Lazar was a student there... Haven't found anything as of yet.